

THE AMERICAN NEPTUNE

A QUARTERLY JOURNAL OF MARITIME HISTORY



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VOLUME II

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THE present number completes the second volume of THE AMERICAN NEPTUNE, and the Editors hope that during 1943 the third volume will maintain the standards of its predecessors and gain the same friendly reception. Although planned in peace-time, the Editors feel that the journal has a definite usefulness in the war effort. The numerous letters that they receive from officers and men of the United States Army and Navy, the Royal Navy and the Royal Air Force serving in various parts of the world are highly encouraging in this respect.

The number of articles submitted for publication has increased very satisfactorily as the journal has become better known. Various new contributors have appeared in the present volume, and articles from still others are on hand for future use.

In addition to Captain Dudley W. Knox, U.S.N.(ret.), who has been a member of the Editorial Advisory Board of the NEPTUNE since its foundation, eleven members of the Board are now on active duty as officers in the armed forces of the United States. Eight are serving in the Naval Reserve, two in the Army, and one in the Marine Corps. Five others are at work in shipyards. These men still give, and will continue

to give, such time as they can spare to the work of the NEPTUNE. The journal has no paid staff, and depends for its support entirely upon the revenue from subscriptions. Costs and problems of production have necessarily increased.

Consequently it will be greatly appreciated if subscribers will renew their subscriptions promptly, by means of the reply paid postcard which is enclosed in this issue. Payment may be made either when the subscription form is returned, or upon the appearance of the January issue.

Subscribers are further reminded that the gift of subscriptions to the NEPTUNE furnishes a painless substitute for Christmas shopping. A considerable number of 1941 gift subscriptions were renewed for 1942 by the recipients. Every additional subscription increases the funds available for illustrations.

An index to the contents of the second volume appears at the end of this issue, together with a general title-page and table of contents for the volume. Subscribers wishing to have the standard blue buckram binding for this volume may send their copies to Mr. John W. Marchi's bindery at 105 Middle Street, Portland, Maine.

Captain Codman on Yankee Traders and Elephants

CAPTAIN John Codman (1814-1900) of Boston wrote letters to newspapers on a great variety of subjects. Readers of the NEPTUNE are already familiar with his views on sectarianism and its mutinous effect on the Dorchester church, and his translation of the voyages of St. Paul into nautical language.¹ The following letter of Captain Codman's, which deals with Yankee trading rather than theology, appeared in the *New York Sun* for 3 April 1898,² and was called to the attention of the Editors by Mr. Stanley Cunningham,³ a subscriber, who is a great grandson of C. Cunningham, one of the owners of the *Morea*.

OLD BOSTON SHIP-OWNERS

A Batch of Yarns of Men and Ships by Captain John Codman

To the Editor of The Sun — SIR:

The story entitled 'Luck of a Yankee Brig,' told in *The Sun* of March 21, is substantially correct, in so far as the luck was phenomenal was concerned; but as my name is mentioned in connection with it, it may be made more interesting when I relate in detail, availing myself likewise of the opportunity afforded to comment upon other portions of the letter of your correspondent which refers to ships and shipowners of the olden time.

The *Morea*,⁴ a full-rigged ship (not a brig) of 330 tons, was owned by the firm of A. & C. Cunningham of Boston, and was fitted out for the East India trade in the year 1839. According to the custom then prevailing, the owners put a part of the outward cargo on board for their own ac-

¹ THE AMERICAN NEPTUNE, II (1942), 99-106.

² Page 7.

³ Mr. Cunningham lent the Editors an undated clipping containing the letter. Dr. Clifford K. Shipton, Librarian of the American Antiquarian Society, very kindly discovered the exact date of publication.

⁴ The ship *Morea* of Boston, 330 65/95 tons, 109 feet 8 inches x 25 feet 10 inches x 12 feet 11 inches, was built at Charlestown, Massachusetts, in 1828 by John M. Robertson.

count, and the rest of it consisted of 'adventures' of various outsiders. It was an olla podrida made up of almost everything — cotton cloth, potatoes packed in sand, raisins, dried apples, cider, spirits, glassware, flour, pilot bread, tobacco, cheap jewelry, bacon, furniture, clocks, crockery, and notions without number.

The Captain, the supercargo, and not infrequently the mates and the crew, had also their little adventures, thus giving them an interest in the voyage, and this operated in no small degree to good discipline and the success of the undertaking. Their shipments, as well as those of the owners, were all consigned to the Captain or supercargo for 'sales and returns.' This meant that the goods were to be sold for each party, account sales rendered, and the proceeds invested in the general return cargo of tea, coffee, or other East India products, pro rata for each individual. I have often rendered account sales to twenty or thirty different persons and made invoices for some of them, say of one chest of tea, one bag of coffee, one bag of pepper, one bag of sugar, one picul of tin, etc. On the return to Boston each party took possession of the proceeds of his own adventure and disposed of it in the market. Brokers were almost unknown, and 'Sales to arrive' were unheard of. Merchandise was stored in warehouses on the wharves and the customers either came to the offices of the merchants to purchase it or met them for that purpose on the Exchange in State Street. Steam and electricity have destroyed this simple and more widely diffused business, which contributed to the living of more people than is the case now when wealth is distributed among a few individuals. Not only has the American ship disappeared, but the American merchant, as that term was then understood has disappeared with her. Cargoes from India are now shipped in foreign bottoms after being ordered by cablegrams and are sold in the same way, sometimes even before they are put on board. Instead of the excitement then attending quick passages for a market with rivalry of seamanship and business tact, all trade is reduced to a two and a half per cent commission, on which basis it is transacted by telegraph. This is unavoidable in the present age of progress, but it is hard to convince an old sailor that progress has been in the right direction.

Sometimes, as in the case of the *Morea*, almost needless precaution was taken to insure success. That ship was not, as stated, under my command, but by an overzealous care of the owners, Capt. Weston was placed in charge of the ship, and I was placed in charge of the cargo, while one of their nephews occupied the position of supercargo's clerk. This young gentleman afterward became Capt. John A. Cunningham. He command-

ed several ships in the East India trade, and has now retired, after an honorable mercantile career commencing with this clerkship, to his farm in Bolton, where, like all old sailors who engage in agriculture, he is raising cabbages at a cost of 50 cents a head and potatoes at \$5 a bushel. His share of the duty on board the *Morea* was to make out the account sales and invoices, and to weigh and assort the various kinds of cargo. The understanding regarding Capt. Weston and myself was that in case of his death I was to take charge of the ship as well as of the cargo. On the other hand should it be my misfortune to 'kick the bucket' Weston was to become supercargo as well as Captain. This scheme was more satisfactory to the prudent shipowners than it was to either of the parties most concerned. It was the first and last time that I divided the responsibility with anybody. It gave rise to constant bickerings and quarrels until they arrived at such a pass that I doubt whether if either of us had fallen overboard the other would have thrown him a rope, unless it had been well greased. I finally subdued the skipper by an act of open mutiny. He had put us upon an unnecessarily short allowance of duff and soft tack, and I had asked the mate to get up a barrel of flour from the hold and turn it over to the steward. The Captain was very angry, and told the mate not to do it.

'I am in command of this ship,' he shouted.

'Well, I am in command of this cargo,' I retorted.

The crew gathered aft to listen to the altercation, for they were interested in its outcome.

'Men,' I exclaimed, 'do you want to be starved? There are 300 barrels of flour in the hold consigned to me. If you want some of it, tumble down and get it.'

In a twinkling the main hatch was opened, and while the redoubtable 'monarch of the peopled deck' stood aghast, they jumped below, broke out the cargo and brought up a barrel of flour. Afterward the skipper was afraid of me, for he knew that the crew were on my side. The social qualities of this would-be autocrat did not commend themselves to Mr. Cunningham or myself and his literary abilities were not of the highest order. The only thing of which he could really boast was an exceptionally good handwriting, and he was fond of displaying it to us in some of his old journals. In one of them was noted, or intended to be noted, the speaking of the *Cleopatra's Barge* bound to Valparaiso, which he had thus chronicled: 'Spoke the Kleopatricks' barge, bound to Bellowparazor.' Though often bothered about the declination, polar distance, and logarithms, he, of course, never consulted me, but the mate privately would

set him right, and it was owing to that officer's knowledge of navigation that we ever got anywhere. After a somewhat tedious passage, we arrived at Pulo Pinang (Betel Nut Island) in the Straits of Malacca, where we sold part of our cargo and then proceeded to Singapore with the intention of selling the remainder there, and loading a cargo of Siam sugar for Boston.

The balance of the outward cargo was profitably sold at Singapore. The custom was for the European and native merchants to come on board and purchase by samples. We had, among other things, 200 barrels of American brandy manufactured in Boston and filled into imported casks, for sale, and a few bottles of first-class cognac for private use. Aware of the prejudice against Yankee goods that prevailed, I had instructed the steward to produce a bottle of the real article when I called for the American and one of the doctored stuff when I ordered the genuine cognac. As I expected, the Englishmen literally turned up their noses when the supposed American liquor was offered; but they smacked their lips over the next bottle, which was represented as French, and bought the whole 200 barrels at \$2 a gallon thus giving the shipper a net profit on each gallon of \$1.70.

Fortunately for us, as the sequel proved, there was no sugar market. An advantageous proposition was made to me by a native house to go to the Pedir coast on the northeast end of Sumatra and load betel nut for China, they taking a half interest and the ship the other half. Having previously found that sugar in mat bags was apt to conglomerate, I had conceived the novel idea of bringing out shooks, which, made into boxes, would overcome this difficulty. Of course they were unsaleable at Singapore, and not having present use for them I landed them to be stored in a godown to await further orders.

We returned on our tracks as far as Qualla Mengallan, a Malay port on the Pedir coast, and there took in our cargo and sailed for Macao, stopping on our way at Singapore again. I asked my consignee if he has succeeded in selling the sugar box shooks.

'They are all disposed of,' he replied, to my great satisfaction, and then he opened the doors of the godown and exhibited to my astonished eyes a mass of dust, which was all that the white ants had left.

When we reached Macao, at the time of the war scare, our cargo of 8000 piculs of betel nuts, costing 90 cents a picul, was sold at the rate of \$4.90 all of which is in accordance with the statement of your correspondent, except that only 4000 piculs belonged to the ship and that we collected \$1 a picul as freight on the balance.

There had been no open hostilities but all English vessels, being prohibited by the Chinese from proceeding to Whampoa, were obliged to remain at Hong Kong. Many of them had brought cotton from Bengal and Madras and we crossed over the bay to help them out of their difficulty. I do not recollect the rate of freight we received a bale, but we hauled along side of an English ship and filled the hold and between-decks of the *Morea* with the cotton and then piled the decks with it up to the leading trucks. We earned that \$10,500 in the one day occupied in getting up to Whampoa. The ship was then loaded to the extent of two-thirds of a cargo, for which I used all the funds and bills of exchange at my disposal, at 15 cents a pound, the remaining third being filled up with freight at \$30 a ton for tea and \$75 a ton for silk, and then we sailed for New York.

On the passage down the river we witnessed the first naval battle of the war. As we approached the Bogue forts a large fleet of junks, as well as the forts themselves, were being attacked by the British ships *Volage* and *Hyacinth* and the shots flew thick and fast cross the channel. Our frightened pilot jumped overboard and swam for the shore, while we lay to with our main topsail to the mast, waiting for the battle to end so that we might proceed to sea. In an incredibly short space of time it was all over. The forts were silenced, most of the junks were sunk, and the rest managed to get into shoal water out of gunshot. The passage being clear, we filled away and stood out on our course. I assured Capt. Weston that he would be liberally rewarded if we reached New York before the other ships that were to sail soon after us arrived there, and I will do his memory the justice to say that he carried all the sail the *Morea* could bear; and desiring to keep on the right side of the crew in order to get his promised reward and to use their services in doing so, there was no lack in the supply of provisions.

We brought the first news of our own sailing and of the battle of the Bogue, which had the effect of a sudden rise of 45 cents in the price of our tea. It is quite true that 'The little *Morea* of 330 tons netted to her owners about \$100,000,' beside what she netted to the shippers of sundry adventures.

It is barely possible that Mr. Linzee, reported as still living, may have 'brought home from India an elephant, perhaps the first ever imported into America,' and he may have landed him in Boston, although that fact is not distinctly settled. I take the liberty of quoting from my own book, *Winter Sketches from the Saddle*, published in 1888.

At a hotel in Somerstown N. Y. the landlord says in reply to my question, 'Why Hackaliah Bailey built this house himself! 'Hackaliah Bailey, who was he?' 'Who was Hackaliah Bailey! Don't you know? He was the man who imported the first elephant into these United States — old Bet; of course you've heard of old Bet?' 'No, I have not.' 'What, never heard of old Bet. Well, sir, you're pretty well along in life; where've you been all your days.' I told him I had not spent them all in Westchester county. 'I should rather think not,' replied the landlord, 'or else you would have heard of Hackaliah Bailey and old Bet. Right here, from this very spot, he started the first show in this country. Bailey's big circus — he was old Hackaliah's son — grew up out of the small beginning when Hackaliah imported old Bet, more than sixty or seventy years ago.'

Now, I think from the information I thus obtained that Hackaliah Bailey was ahead of Mr. Linzee in the business of importing elephants, but I am not positive about it.⁵ What I am coming to is to what I have always supposed to be the first importation of an elephant into Boston. This happened in the year 1834, in this wise, as will be seen from my story:

Mr. Alfred Richardson was one of the great East India shipping merchants of Boston and was the owner of the *Cashmere* and other ships. He was a remarkably shrewd man, and it is sufficient to say that generosity was not one of his virtues, if indeed he had any to speak of. Elias Davison was the Captain of that ship when she was sent out on a voyage to Siam. On arrival at Bangkok he found the *Sachem* of Boston, Capt. Albert Brown (an uncle of our friend Vernon Brown of the Cunard Steamship Company), was commencing to take in her cargo. Before she got away some high officer, whose acquaintance the genial Davison had made, presented him with a young elephant. The *Sachem* completed her lading and sailed some time before the *Cashmere*. When she arrived at Boston Capt. Brown, in giving the news from abroad, casually mentioned Davison's elephant. About a fortnight after the *Sachem's* arrival the *Cashmere* came booming along, and as the wind and tide were against her anchored in Nantasket Roads, nine miles below the city. The Captain came up in a boat, bringing his papers with him, and promptly repaired to the counting room of his owner, presenting his accounts remarking that he had overdrawn about \$300, which he would make good on payment of his wages.

'Your accounts appear to be all correct,' answered Mr. Richardson, 'but Captain, you have not allowed me any freight on that elephant.'

'What elephant?'

⁵ Jacob Crowninshield's elephant, brought from Calcutta to New York in the ship *America* of Salem in 1795-1796, was exhibited at Boston in 1797. See G. G. Goodwin, 'The First Living Elephant in America,' *Journal of Mammalogy*, VI (1925), 256-262.

'Why, the elephant you have on board. You've got one, haven't you?'

'Yes I have,' replied the Captain, 'but I did not imagine that you would charge me any freight on him, as there was plenty of room to put him under the main hatch.'

'That won't do,' returned Mr. Richardson; 'the ship is mine and all the room in her is mine, and I stand upon my rights.'

'Well sir,' replied the Captain, 'I only wish I had brought him on your account instead of my own.'

'Yes, yes,' said Mr. Richardson, 'and then I, instead of you, could have sold him to a menagerie. Now, I'll tell you what I will do. I'll charge off the \$300 you owe me and take the elephant over — there!'

The Captain's jaw dropped and he looked sad as he said, meekly: 'Can't you do better than that, sir?'

'Not a penny better,' replied Mr. Richardson defiantly, for he saw that he had the Captain in his grasp.

'Well, then,' said Davison, 'it's a hard bargain, but I suppose I must accept it.' And the affair was concluded.

In the afternoon the pilot brought the ship up with the tide. As she was slowly hauling into the wharf the owner and the Captain stood together watching the tedious process.

'Mr. Hallet,' sung out the owner to the mate, 'I wish you would get up your tackles and hoist the elephant out the first thing.'

'Aye, aye, sir,' bawled the mate.

'Be careful not to hurt him,' responded Mr. Richardson.

'Guess it won't hurt him much,' chuckled the Captain as he punched his owner under the ribs. 'He died last night off Cape Cod!' On the next morning, as if by concurrence, every newspaper in town proposed this question: 'Have you seen the elephant? Ask A. R.'⁶

JOHN CODMAN

⁶ The concluding paragraphs of the letter, containing reminiscences of the firm of Curtis and Stevenson, are omitted from this reprint.

The Salem Shipbuilding Industry before 1812

BY JAMES DUNCAN PHILLIPS

SHIPBUILDING was nothing new in Salem after the Revolution. There had been ships built since the earliest days but with the great outburst of foreign trade, the industry received a tremendous stimulus. Since the earliest days vessels had been built on the shores of the Mill Pond, around the basin of Knocker's Hole,¹ on the Neck, at Becket's Beach,² and at Frye's Mills.³ Knocker's Hole and the Mill Pond had been abandoned for launchings long before with the building of the Mill Dam but there were still yards at Becket's and at Frye's Mills. The Neck, the beaches near North Bridge⁴ were used intermittently and new localities were soon to be used at Derby Wharf and on Stage Point in the South Fields.

The shipyard at Frye's Mills sprang into activity when Ebenezer Mann came to Salem from Pembroke, the nursery of Massachusetts shipbuilders, in 1783. He was then only twenty-five years old and kept on building ships for seventeen or eighteen years. For the first few years the vessels were small brigs and schooners. Of his first sixteen vessels, built before 1790, only two were over 100 tons. His first vessel was the schooner *Betsey*, built for Peter Lander and commanded by him. The biggest vessel of this period was the brig *William* built for William Gray, Jr., but the owners of vessels built included also Hugh Hill of Beverly, the old privateersman; Benjamin Goodhue, later United States Senator, and John Norris, the great merchant and philanthropist.

After 1790 all but two or three vessels were over 100 tons and the owners included most of the important merchants. His first large vessel, the brig *William*, owned by William Gray, Jr., for fifteen or twenty years, was an excellent vessel as was the ship *Betsey* built for Daniel Pierce of

¹ About where Gedney Street now runs south of the Post Office and the Holyoke Building.

² Foot of Becket Street.

³ Near the junction of Grove and Goodhue Streets.

⁴ *The Diary of William Bentley, D.D., Pastor of the East Church, Salem, Massachusetts* (Salem: Essex Institute, 1905-1914), II, 415.

which Nathaniel Silsbee was the first commander; but the ship *Hazard* which was his largest vessel of all, 215 tons, was a freak model, not a success and was early sold to Newport. She was not the famous *Hazard* which was built by Becket for the same owners, the Gardners, next year. Most of Mann's vessels were West India traders, but some like the *Whim*, the *Olive Branch* and the *Favorite* had interesting careers nevertheless. There is record of his having built forty vessels for Salem merchants but he probably built others not recorded and also vessels for out of town orders. Henry Prince, Nathaniel Silsbee, Jonathan Hodges and Benjamin Crowninshield were among the many captains who were favored to command Mann's vessels. One visiting the site of Mann's shipyard today would be greatly puzzled. There is not water enough to float any of his vessels within a mile of where his yard was.⁵

The Becket shipyard was far older than any other yard in the city. It was originally the water front of John Becket who built his house⁶ about 1655 and the beach from Becket to English Street was occupied by Becketts for shipbuilding ever after and perhaps before.⁷ Retire Becket, usually called 'Tirey' Becket, was about thirty when the great Salem commercial era started and was probably the most skilful builder of them all. He built comparatively few ships, only twenty-five are recorded for his thirty-four years of activity, but they were masterpieces. Half of them were built for Derbys or Crowninshields but Silsbees, Stones and Gardners each had a ship or two. His finest and largest vessels were built from 1797 to 1807, but he built in 1794 the famous ship *Recovery* which was the first Salem ship to visit Arabia. He began by building two or three small schooners for himself and his brother, then Mr. Derby commissioned him to build the *Recovery* and he was off for his great career. The *Brutus* whose activities were suddenly terminated in the terrible storm of 21 February 1802 on Cape Cod, the very night after she left Salem, was his handiwork, as was the *Mount Vernon*, swiftest of the Derby ships, whose beautiful lines are depicted in so many of Cornè's spirited paintings. The *Margaret*, one of the earliest American vessels to visit Japan, was his as was the *Fame*, whose launchings must have been quite an event to judge from the picture by George Ropes.⁸ Becket rounded out his career with

⁵ William Leavitt, 'Materials for the History of Shipbuilding in Salem,' *Essex Institute Historical Collections*, VI (1864), 136-139.

⁶ Now moved to the House of Seven Gables Group.

⁷ G. L. Streeter, 'Some Historic Streets and Colonial Houses of Salem,' *Essex Institute Historical Collections*, XXXVI (1900), 204.

⁸ Owned by Essex Institute: reproduced in *Essex Institute Historical Collections*, XLI (1905), opposite 117.

the privateer *America*, most successful of the 1812 privateers,⁹ and the beautiful ocean-going yacht *Cleopatra's Barge*.

Quality and not quantity was evidently Becket's motto for all of his ships were of the best and they came slowly. He was not famous for the successful launchings of his ships. They frequently stuck on the stocks and disappointed the spectators.¹⁰ They were, however, fast, economical, and seaworthy and lasted a long time. He lived till 1831 but built no ships after 1818 for Salem merchants.¹¹ It is possible that we have not a complete list of all his work for Salem even, and he probably built ships for Boston and other merchants as well.

Seventeen ships were built in the two yards between 1783 and 1787, but then, with the disturbed political conditions previous to the adoption of our Constitution came a lull in shipbuilding for the next four years. After 1790 the industry picked up and by 1792 was going again full blast. Mann had kept building a few vessels, Becket began again and a new personage entered the field who was destined to do much distinguished work.

Enos Briggs of an old Plymouth County family, came to Salem on the invitation of Mr. Derby to build the *Grand Turk* in 1791. Mr. Briggs learned his trade under his father in Pembroke where he had married and settled down. After completing the ship, he returned to Pembroke and brought his wife and five eldest children up in a sloop. He also brought the frame of a house later erected on Harbor Street in which he lived till his death in 1819.

The *Grand Turk* was built on land beside Derby Wharf, with her bowsprit sticking out across Derby Street,¹² as Mr. Briggs did not yet have a shipyard of his own. She was the largest vessel which had been built up to that time in Salem and no other vessel as large was built there for a long time, except the frigate *Essex* also built by Briggs. The *Grand Turk's* keel was laid 27 March 1790,¹³ and she was launched the following May. The launching was difficult. It was a four days' struggle to get her into the water¹⁴ with the help of many townspeople, and Mr. Derby gave a handsome collation to the helpers. She made one voyage to Calcutta under Captain Benjamin Hodges and one voyage to Russia but was too

⁹ *Essex Institute Historical Collections*, II (1860), 59.

¹⁰ Bentley, *Diary*, II, 204.

¹¹ William Leavitt, 'Materials for the History of Shipbuilding in Salem,' *Essex Institute Historical Collections*, VII (1865), 207-213.

¹² Robert S. Rantoul, ed., 'Mr. Rantoul's Youth and Apprenticeship,' *Essex Institute Historical Collections*, V (1863), 194.

¹³ Bentley, *Diary*, I, 156.

¹⁴ Bentley, *Diary*, I, 261.

big for Salem trade and was sold for \$22,000 in New York in 1795. This was the second of the Derby *Grand Turks*.¹⁵

While she was building, Briggs started another ship called the *Henry* further down Derby Wharf which was smaller and built mostly of pine.¹⁶ She was launched sidewise and went into the water beautifully.¹⁷ There were three sets of ways at the middle, stern, and bow on which her cradle carried her several feet beyond the wharf and then she simply fell on her side into the water and righted immediately.¹⁸ Only one person was permitted to be aboard her when she was launched and it certainly must have been a sensation. The recent statement that a submarine so launched somewhere out West was the first by that method seems rather outdated.

Briggs also felt the business recession in the early nineties but he built the ship *Benjamin* for Mr. Derby and a brig for Captain Samuel Derby; also probably the schooner *Betsey* for Nathaniel Pierce,¹⁹ during this period and also a brig for Thomas Perkins.

The next eight years were the best that Salem was ever to have in shipbuilding and Briggs had his full share of it. Mr. Derby commissioned him to build three large ketches for the India trade, the *Eliza*, the *John*, and the *Three Brothers*. They were all fast ships. Captain Stephen Phillips took the *Eliza* out on her first voyage to Calcutta and was back in Salem in nine months and sixteen days which of course included time for buying and loading a cargo in India. The Captain was popular in the town and many persons gathered to see the fine new vessel go down the harbor.²⁰

In 1794 Briggs also completed the famous ship *Belisarius* for George Crowninshield and Sons which they offered to the government for a sloop-of-war in 1798,²¹ and the brigantine *Friendship* for Benjamin Hodges and Ichabod Nichols which made at least two voyages to India.²² Two years later he built the ship *Martha* which was the last ship he was to construct for Mr. Derby. In the next few years he built a schooner and a brig for Joseph Peabody as well as several vessels for Boston merchants and then,

¹⁵ Robert E. Peabody, *The Log of the Grand Turks* (Boston: Houghton Mifflin Company, 1926), pp. 122-151.

¹⁶ William Leavitt, 'Materials for the History of Shipbuilding in Salem,' *Essex Institute Historical Collections*, VI (1864), 226.

¹⁷ Rantoul, op. cit., 194.

¹⁸ Bentley, *Diary*, I, 256.

¹⁹ Leavitt attributes the *Betsey* to both Briggs and Mann: cf. *Essex Institute Historical Collections*, VI (1864), 172, 139.

²⁰ Bentley, *Diary*, II, 117.

²¹ *Naval Documents related to the Quasi-War between the United States and France: Naval Operations from February 1797 to October 1798* (Washington: Government Printing Office, 1935), pp. 339, 369.

²² *Salem Gazette*, 1 March and 17 May 1796.

in 1798, he was given the task of building the frigate *Essex*. The building was supervised by Captain Joseph Waters and she was a very fast well-built vessel.²³ She seems to have occupied all Briggs's attention and well she might for she was twice the size of any of his other vessels.

Joseph Peabody now became Briggs's best customer and before 1812 he ordered seven vessels of various types. These included a second *Mount Vernon* some 100 tons smaller than the original Derby ship, the *Augustus* which was owned by Mr. Peabody for nearly thirty years, the ship *Francis* which he owned for twenty, and his famous ship *Glide* which was finally wrecked in the Fiji Islands after navigating almost every sea in the world.

Almost all the great merchants patronized Briggs in these years and he built more ships between 1801 and 1812 than any other builder, and also built the most important ones. These included the ships *Commerce* for Nathaniel West, *Derby* for Benjamin Pickman, *Messenger* for Simon Forrester, and *Perseverance* for Willard Peele and Richard Wheatland. It is a commentary on the limited size of these vessels, when one realizes that the twenty-one vessels he built do not total over 5,000 tons in all, or an average of about 250 tons apiece.

Why Ebenezer Mann after building over forty successful ships before 1800 should have retired at forty-two and been content to keep a grocery store up on Boston Street for the next thirty-six years is not clear, but anyway Christopher Turner, his apprentice, who came up from Pembroke also, took over the yard and kept going till he died in 1812. For the first year or two he built mostly small vessels for the younger merchants except for a big whaler for Nantucket owners, but soon he was building for Simon Forrester, William Orne and others. In 1805 Captain James Barr and his brother ordered the ship *Hope* which made many voyages to the East. She went to Calcutta and back in less than seven months and to Sumatra and back in seven months and nine days. Of the latter voyage it is said that Captain Barr received a letter from Captain Tate then in command of her and not noted for his chirography, which he read, 'The poet is a blockhead and the wig is spilt.' 'Tate has gone crazy,' remarked Captain Barr as he handed it to his brother. 'Not at all,' replied brother John as he read 'The port is blockaded and the voyage is spoiled (spilt).'²⁴ The *Hope* was eventually sold to New Bedford as a whaler and nearly fifty years later was seen in Peru which testifies to Turner's good work-

²³ Captain Joseph Waters' papers regarding the building of the *Essex* have recently been given to the Peabody Museum of Salem by Mr. William Crowninshield Waters.

²⁴ James Barr Curwen, 'Reminiscences of Capt. James Barr of Salem, Mass.,' *Essex Institute Historical Collections*, XXVII (1890), 147.

manship. The same fate awaited the ship *Endeavor* built for Simon Forrester for an Indiaman but later a whaler out of New Bedford and still afloat after the Civil War.

In 1809 there were launched at this yard within two days two fine ships of over 200 tons but neither survived the hostilities which surrounded our shipping at that time. The *Romp* was seized at Naples on her very first voyage and the *Independence* was registered but once in Salem and soon disappeared. The *Rambler*, launched in 1811, was captured by the British in 1812 and the brig *Gleaner* was early lost at sea.²⁵

Just after 1800 David and Thomas Magoun also from Plymouth County turned up in Salem and joined Thomas Barker who seems to have had a small yard between Becket and Turner Streets.²⁶ After building several small vessels, Captain Joseph White commissioned them to build a large ship which was launched successfully. Later the Magouns seem to have been granted permission to use land on the Neck within the Neck gate by the town and there they built and launched the ship *Alfred* also for Joseph White. She was built largely of spruce and hackmatack and was not as strong as the oak ships. Captain White insisted that her rudder be hung before launching. This fell down and stopped her so she hung over one tide and got 'hogged' but she was brought alongside the wharf and blocks put under her fore-post and stern-post so the weight rested amidships. This straightened her out again and she proved to be a staunch fast vessel. She was altered to a brig for a privateer in 1812 and carried sixteen guns and one hundred men. She sent in several very valuable prizes but was finally captured by the combined efforts of a British sloop-of-war and a frigate.²⁷

Another famous ship of these builders was the *Herald* owned by James Devereaux and Zachariah Silsbee. This was the second *Herald* owned by the Silsbees. She was primarily a Sumatra pepper ship, survived the war, and served the owners for many years.²⁸ Other less important ships must have been built by the Magouns at this time but it has not been possible to find a complete list and many of their important ships were privateers or were built after the war.

One of the interesting things about the shipbuilding of this period was the initiative which the ship carpenters showed in taking care of themselves in dull times. In fact, that is the very way Becket started up after

²⁵ Leavitt, op. cit., VI (1864), 136-140.

²⁶ Bentley, *Diary*, III, 56.

²⁷ Edgar S. Maclay, *History of American Privateers* (New York, 1924), p. 411.

²⁸ Nathaniel Silsbee, 'Biographical Notes,' *Essex Institute Historical Collections*, XXXV (1899), 28.

the Revolution, as has been said, by building his first three vessels for himself and his brother. He had confidence in his work and the vessels were soon sold to merchants. Enos Briggs launched at least one schooner for himself and his brother and probably others which were not sold till well along in construction.

The most famous example of the co-operation of ship carpenters was the building of the ship *George*. Thrown out of work by the War of 1812, an association of these carpenters got Christopher Turner to prepare a model and proceeded to build a privateer. The war ended too soon, however, so they added a deck and sold her to Joseph Peabody for \$16 per ton for 328 tons.²⁹ She proved to be his most famous ship, a good cargo carrier and a fast sailer and ran to Calcutta interspersed with an occasional trip elsewhere. Not till she had completed twenty-one long voyages spread over twenty-five years,³⁰ was she sold, which proves what a good job the association of ship carpenters did. It is interesting to compare this initiative with the attitude of men demanding that the community supply them with jobs and complaining of unemployment. Employment requires brains as well as hands.

Besides the important shipyards, there was undoubtedly shipbuilding at other spots in and near Salem. At least two large ships were built at New Mills in Danvers³¹ which was probably an advantage as it was a shorter haul for lumber from Topsfield and Middleton. There were also many vessels built in North Fields near the North Bridge³² but they were mostly small and the record of the builders has disappeared. This yard may have been engaged in building fishing smacks as there was a small fishing fleet at this time in Salem which must have been built somewhere and the fishermen mostly lived in North Salem.³³

With the shipbuilding went many other trades and industries. Ships of that era implied sails, and duck was a first requisite. Much duck was brought in from Russia and Sweden but in January 1790 the selectmen offered a part of the triangle on Broad Street where the schools now stand as a site for a duck manufactory, and fifty shares were sold at \$100 each.³⁴ By February the machinery was being made and before the middle of April the Duck House of two stories was up and roofed.³⁵ In spite of

²⁹ Leavitt, op. cit., VI (1864), 254.

³⁰ G. G. Putnam, *Salem Vessels and their Voyages* (Salem: Essex Institute, 1922-1930), II, 1-33.

³¹ Bentley, *Diary*, II, 192, 335.

³² Bentley, *Diary*, II, 440.

³³ 'The Building of Essex Bridge,' *Essex Institute Historical Collections*, XXX (1893), 53-105.

³⁴ Bentley, *Diary*, I, 35. B. F. Browne, 'Youthful Recollections of Salem,' *Essex Institute Historical Collections*, L (1914), 11.

³⁵ Bentley, *Diary*, I, 149, 156, 158.

delays in getting flax, the operators had done enough spinning to turn out their first piece of duck on 18 July. These men when they started a job wasted no time in completing it. Many ideas were adopted from Blodgett's Duck Manufactory in Haverhill which was already running with eight looms.³⁶ The Salem factory started with twelve spinners and four weavers.³⁷ The Merrimack Valley was an important flax-raising district, but the Salem factory was often idle because short of flax, though the cloth was reputed excellent.³⁸ There were other duck factories in Boston, Newburyport, Portsmouth, and other seaports.

The best job the Duck Factory ever did was on the sails of the frigate *Essex*. It was then operated by Daniel Rust and cloth was made in many different weights so the weight of the sails could be graduated from the lower to the higher and the frigate never sailed as well with any later suit of canvas.³⁹

Before the days of sewing machines the making of sails was entirely a hand operation and it is hard to account for lack of data about the sail-makers for there must have been a lot of them. Among over six hundred members of the Essex Lodge only three confessed to being sail-makers, compared with ten blacksmiths and twenty-three tanners. Buffum and Howard made the sails for the *Essex* and there were other sail-makers by the names of Moses and Lane.

Other trades dependent on shipping were the block-makers, the pump-makers, the blacksmiths who did the sundry iron work needed and the builders of small boats, for every large ship carried three boats at least.

All ships had to have anchors and they often had as many as five: the port and starboard bower anchors, the sheet anchor, the stream anchor and the kedge anchor. So in 1795 the Salem Iron Factory was started in Danvers on Water's River by Nathan Read primarily to make anchors.⁴⁰ As a matter of fact, they made shovels, scythes, axes, spikes, and nails about as much as anchors and Read's nail machine was a real invention. Many of the prominent merchants and citizens took up the fifty shares in the Iron Factory and were evidently interested in the proposition.

More successful than either the Duck Factory or the Iron Factory and a long continued industry in Salem was rope-making. Up to about 1900 it seems to have been necessary to have a building as long as the longest

³⁶ Bentley, *Diary*, I, 198.

³⁷ Bentley, *Diary*, I, 202.

³⁸ Bentley, *Diary*, I, 350, 399.

³⁹ George Henry Preble, 'The First Cruise of the United States Frigate *Essex*,' *Essex Institute Historical Collections*, X (1870), part iii, 11.

⁴⁰ F. B. C. Bradlee, 'The Salem Iron Factory,' *Essex Institute Historical Collections*, LIV (1918), 101.

rope you desired to make, and for long cables this meant something like 280 yards, so a rope-walk was a conspicuous object in the landscape. They also had to be straight. In the earlier days they had been shorter but increased with the size of ships and at least three of them added 360 feet in the year 1795.⁴¹ At first the hemp came largely from Russia with a little from the Spanish Main but later the East Indies, especially Manila, were the main source of supply. Some cordage was imported but the bulk of it seems to have been made in Salem.

There was said to have been a rope-walk on the south side of the old paved street (now Essex Street) which accounted for the straightness of that section but it was removed down to the vicinity of the Neck gate about the time of the Revolution. It finally landed between Becket and English Streets and ran from Essex Street to the flats. Clifford Crowninshield the elder seems to have run this walk on land he acquired about 1744,⁴² and it continued to be used as a rope-walk till Derby Street was put through about 1791. It was run by Tuttle and Foye for some years till in 1791 it was bought by William Gray, Jr., and run for him by Foye, and even after Derby Street was opened the rope-makers used to run their lines right across the street.⁴³

The greatest rope-walk, however, was that established by Joseph Vincent. These Vincents were quite a remarkable family. Joseph's father Matthew came from Tuscany and settled in Kittery as a boat-builder. Joseph started as a cordage maker in Kittery but got burned out and so moved to Salem.⁴⁴ He was an ardent young patriot who was making rope soon enough to supply it for some of the Continental cruisers during the Revolution for which he was never paid. He lived on Pleasant Street and his rope-walk gradually extended east on piles out on the flats of Shallop Cove (now Collins Cove) halfway to Roache's Point where the almshouse is. The workmen spun their lines as far as the sheds extended and, for long strands, out onto the open platform beyond.⁴⁵

Another famous rope-walk was that of Captain Jonathan Haraden, a distinguished privateersman of the Revolution with a reputation in France and Spain as well as at home of being the bravest of the brave.⁴⁶

⁴¹ *Salem Gazette*, 13 October 1795.

⁴² 'Abstracts of Old Deeds,' *Essex Institute Historical Collections*, II (1860), 210. Sidney Perley, 'Salem in 1700,' *Essex Antiquarian*, X (1906), 25.

⁴³ B. F. Browne, 'Youthful Recollections of Salem,' *Essex Institute Historical Collections*, XLIX (1913), 195.

⁴⁴ *Ibid.*, 291.

⁴⁵ *Ibid.*, 206.

⁴⁶ See the account of his battle with the *Achilles* off Bilbao in J. D. Phillips, *Salem in the Eighteenth Century* (Boston: Houghton Mifflin Company, 1937), pp. 421-423.

His rope-walk was on Brown Street and could not have been as long as Vincent's.⁴⁷

The third notable walk was that of Thomas Briggs on Pleasant Street next to Vincent's and also extending out onto the flats. Briggs was a son-in-law of Vincent and laid out what is now Briggs Street alongside his rope-walk. At the end of it there was a seat near the beach where people could sit and enjoy the east wind and also cakes and ale dispensed by a nice little old lady named Mack. No doubt the rope-spinners also paused in their promenades for these refreshments.⁴⁸

Aside from these principal ones there was Tuttle's rope-walk on Williams Street,⁴⁹ and numerous so-called outdoor spinners who plied their trade in fair weather with no protection. Matthew Vincent, a son of Joseph, had a small cordage establishment on Spring Street.

Salem was certainly interested in cordage, and in 1801 big business in the person of William Gray, Jr., the great merchant, who had long been casually interested, bought out Harraden and Briggs and started in earnest. This raised the price of labor⁵⁰ and made things difficult in the industry. The depression of the Jeffersonian epoch came on so soon that his venture probably failed as we hear no more about it and Vincent, father and son, survived long after, especially as both lived to be over ninety years old!

When the frigate *Essex* was built, the work on the cordage for rigging was distributed among the rope-makers. Vincent supplied the ropes for the foremast, Harraden for the mainmast, and Briggs for the mizzenmast. As the *Essex* was a Federalist venture it might be expected that Dr. Bentley would enjoy quoting gossip in the *Centinel* that it was not good cordage but Captain Preble does not seem to have heard of it.⁵¹

There were a lot of young apprentices in the rope trade and, taken all in all, they seem to have been a jovial and somewhat unruly lot who thoroughly enjoyed their trade. When one of the great cables of the *Essex* was finished at Briggs's rope-walk, the workmen all turned out with their 'Woollering' sticks across their shoulders and two by two carried the cable down to the ship singing and shouting while a drummer and fifer went on before playing 'Yankee Doodle.'⁵²

St. Catherine's Day, the twenty-fifth of November, was the gala day of

⁴⁷ Bentley, *Diary*, II, 298.

⁴⁸ B. F. Browne, op. cit., XLIX (1913), 291.

⁴⁹ B. F. Browne, op. cit., L (1914), 15.

⁵⁰ Bentley, *Diary*, II, 394.

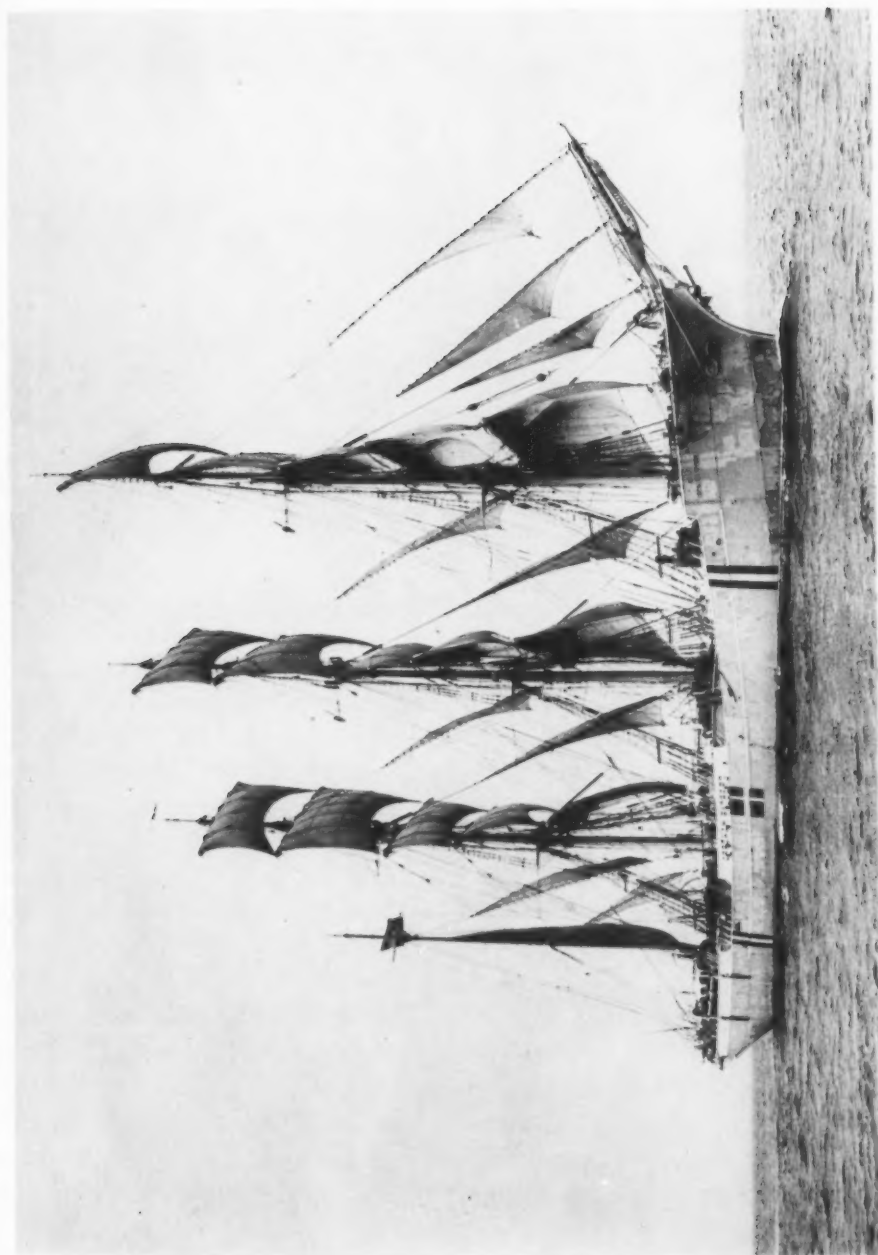
⁵¹ Bentley, *Diary*, II, 345. Preble, op. cit., 11.

⁵² B. F. Browne, op. cit., XLIX (1913), 207.

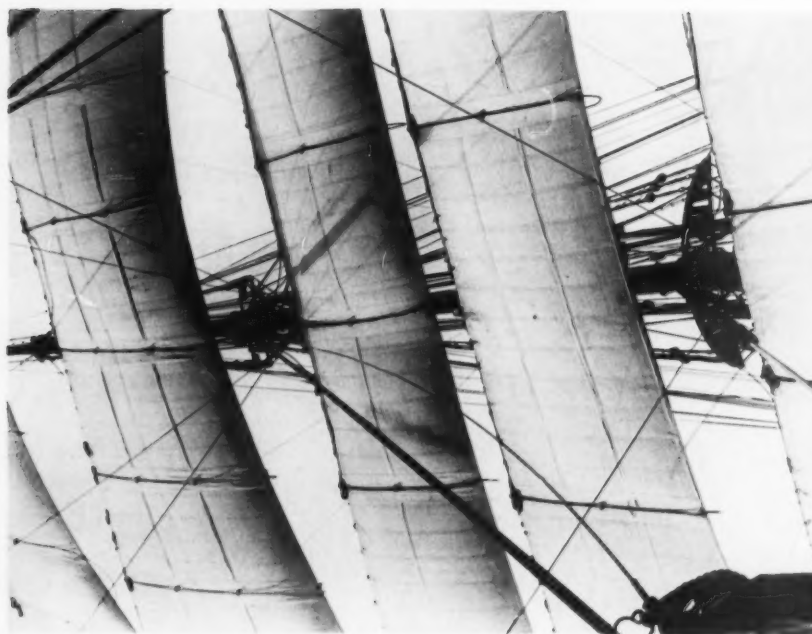
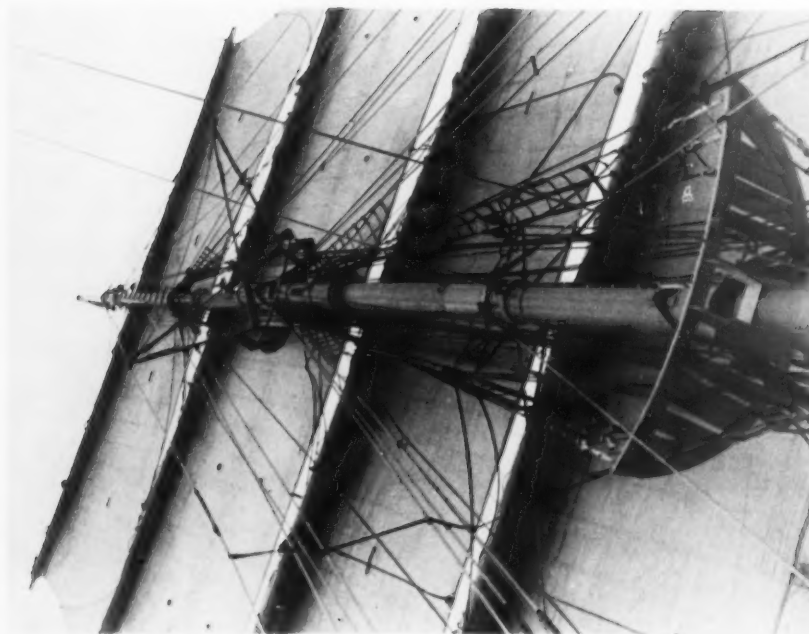
the rope-makers.⁵³ Little they knew about the saints in the Roman Calendar, but the idea that St. Catherine was the saint of spinsters, and that Catherine was the Empress of Russia, where most of their hemp then came from, got all mixed up and made November twenty-fifth a good day for rope-spinners to celebrate. Russian and American flags were hung out, a procession paraded around the Common, the owners round about kept open house for their friends, and tables were spread on the walks on the Common where the workmen celebrated with food and drink, song and story, late into the night.

From all this it will appear that shipbuilding and its attendant trades was no small part of the town's activity and supplied occupation to many men. It was, however, strictly dependent on the ocean-borne trade, for the Salem merchants were the chief customers and what affected the foreign trade also affected the last rope-maker and anchor smith.

⁵³ Bentley, *Diary*, II, 166.



Bark Abraham Rydberg
Photograph by Morris Rosenfeld



Looking aloft — bark *Abraham Rydberg*
Photographs by Count Pehr Sparre, June 1910

Fifty Years of Sail: The Bark Abraham Rydberg

BY JOHN LYMAN, LIEUTENANT (JG), U.S.N.R.

THE year 1892 saw the last stand of the sailing vessel in her long losing battle with the steamer. In that year the total world tonnage of sailing vessels showed an increase over the previous year's figure for the first time since 1881. But the decline which had begun in 1877 was halted only temporarily, and each succeeding year except 1920 has brought a net decrease in the total of sailing vessels afloat, in spite of the sail booms of 1900-1902 and 1917-1919 and even in spite of the miscellaneous dredges, lighters and barges that today inflate the official world 'sail' tonnage figures.

About seventy per cent of the sailing vessels launched during 1892 were built in Great Britain, most of them large steel square-riggers. Something like seventy-five vessels of this type were turned out there, as well as fourteen more in Germany, the only other country where steel shipbuilding had yet taken much hold. Ship-owners were meeting tramp steamer competition with big, full-lined carriers, designed for bulk cargoes of grain, jute, coal, lumber, nitrate, raw sugar, case-oil, cement and other cheap commodities between Indian Ocean and Pacific ports and the North Atlantic. Very little general cargo was finding its way into sailing vessels holds in the 1890's except to out-of-the-way ports that could afford to wait for it; so that the sailers of that decade were planned for capacity rather than speed.

Steel by this time had virtually displaced wood and iron as shipbuilding materials in Europe. The four-masted bark *Balmoral*, 2,614 tons, built at Liverpool with iron plates over a steel frame, was the only 1892 ship to employ iron. Of wood, the only square-riggers of any size were the 1,469-ton *Olympic* and the mighty *Roanoke*, 3,539 tons, both built at Bath, Maine; although a series of schooners and barkentines, of which the largest was the Boston-built four-masted schooner *Louise H. Randall* of 1,502 tons, promised that wooden construction would not entirely be aban-

doned by American shipwrights in large vessels for another thirty years. As to rig, the majority of large sailing vessels built during 1892 were four-masted barks. Introduced into Great Britain in the 1870's along with the four-masted ship, by 1890 this had become the most popular rig there and in Germany for large vessels. The only four-masted ship built in 1892 was the *Lauriston*, 2,301 tons, converted to a four-masted bark in 1905; the largest three-masted ship was the *Dalgonar*, 2,665 tons, a brute to handle; the largest three-masted bark the *Procyon*, 2,122 tons: all British-built. Of four-masted barks the *Roanoke* and the Scotch-built *Somali*, 3,537 tons, shared honors as the largest. Other rigs that year were represented by the *Olympic* with two masts square-rigged and two fore-and-aft; by four-masted barkentines launched on both coasts of the United States; and by two steel four-masted topsail schooners produced in Scotland.

On 1 September 1939 there were four survivors of the class of 1892 afloat and in service, all four-masted barks and all British-built. Two, *Olivebank* and *Lawhill*, were owned under their original names in Finland by Captain Gustaf Erikson; the other two were *Tovarisch*, ex-*Lauriston*, a Soviet training ship, and *Abraham Rydberg*, ex-*Star of Greenland*, ex-*Hawaiian Isles*, a Swedish training ship. *Tovarisch* has not left the Black Sea since 1928; but the other three had for some years been active in the Australian grain trade. Unfortunately the whole quartet were not to live to see their fiftieth anniversary. *Olivebank* was sunk by a mine off Jutland on her way home to Mariehamn on 10 September 1939; and whether *Tovarisch* has survived in the Euxine we probably shall not know for some time to come. Of *Lawhill* there has been news: she was seized by the British in the South Atlantic in November 1941 and taken to East London, so that she will probably usurp the place in history of her sister *Garthpool* as the last big British square-rigger; but *Lawhill*, except for having her topgallant masts abaft her topmasts, has always been an undistinguished vessel. Built at Dundee by W. B. Thompson & Co. for Captain Charles Barrie of that port for the jute trade, she was bought by the Anglo-American Oil Co. of London in 1899 and by G. Windram & Co., Liverpool, in 1911, and was sold to August Troberg of Mariehamn in 1914. Captain Erikson bought her in 1919, and operated her thereafter at a modest but steady profit in the Australian wheat trade.

The *Abraham Rydberg* was built at Glasgow by C. Connell & Co., and as *Hawaiian Isles* was a single-topgallant three-skysail-yarder with a 40-foot poop, 28-foot fo'c'sle, and the open main deck then just going out of style. With registered dimensions of 270 feet x 43.1 feet x 23.6 feet she

measured under British rules 2,097 tons gross, 2,027 net. She had a single laid deck with beams in the 'tween-decks. Her lower yards are 84 feet 6 inches and topgallant yards 58 feet 6 inches in length; she has lowers and topmasts in one piece and a pole jigger on which she has always set an enormous leg-of-mutton spanker.

Captain Andrew Nelson of San Francisco, first managing owner of the *Hawaiian Isles*, was a native of Sweden and a California pioneer. 'His life was spent between his home, his boats and Howard Street Methodist Episcopal Church. The church lost a good supporter when he passed away.'¹ Captain Nelson had begun his business career in partnership with Captain N. E. Anderson, operating sloops and schooners in the fruit trade along the Sacramento River. In 1867 they built their first steamboat, and in 1875 incorporated the California Transportation Co. As a side issue in the 1880's, Captain Nelson, together with Captain Oscar Kustel and other business friends, bought the 588-ton wooden barkentine *John Smith*, and in 1892 they went to Scotland for a steel four-masted bark. As she was not entitled to United States registry, they arranged to have her put under the Hawaiian flag in the name of John Ena, a respected Chinese merchant of Honolulu; and the new ship was fittingly christened *Hawaiian Isles*.

On her maiden voyage the *Hawaiian Isles* loaded coal at Swansea for San Francisco. After a terrific buffeting off the Horn she was forced to turn east about, eventually arriving at San Francisco one hundred and eighty-eight days out. 'It could not possibly have been *her* fault,' her present master says; the new Hawaiian four-mast bark *John Ena*, a larger vessel also owned in San Francisco, arrived about the same time after an identical experience and there was some contemptuous talk in the San Francisco papers about 'two alien tanks'; but it must have been a particularly bad Cape Horn winter.

Captain Kustel, part-owner and master of the *Hawaiian Isles*, was in command during her first eight years. Charles R. Patterson, who shipped in the vessel in 1896, describes him as 'a short, heavy-set Austrian, and though he looked like a farmer, was a good sailorman. He was accompanied by his young wife, who, if I remember rightly, was a San Francisco girl.'² The passage from Newcastle, Australia, to San Francisco with coal for Spreckels Refinery was made in seventy-two days. Patterson, with the artist's eye for color, records that the bark then was painted with bronze-

¹ John Leale, *Recollections of a Tule Sailor* (San Francisco, 1939), p. 68. Leale, a native of Guernsey, was a nephew of Captain Nelson's wife, and a noted ferry captain.

² 'In Retrospect,' *Yachting*, May 1931, pp. 90-91, 118.

green topsides, dull brownish-red deck-houses, and pinkish-tinged mast-color masts and spars.

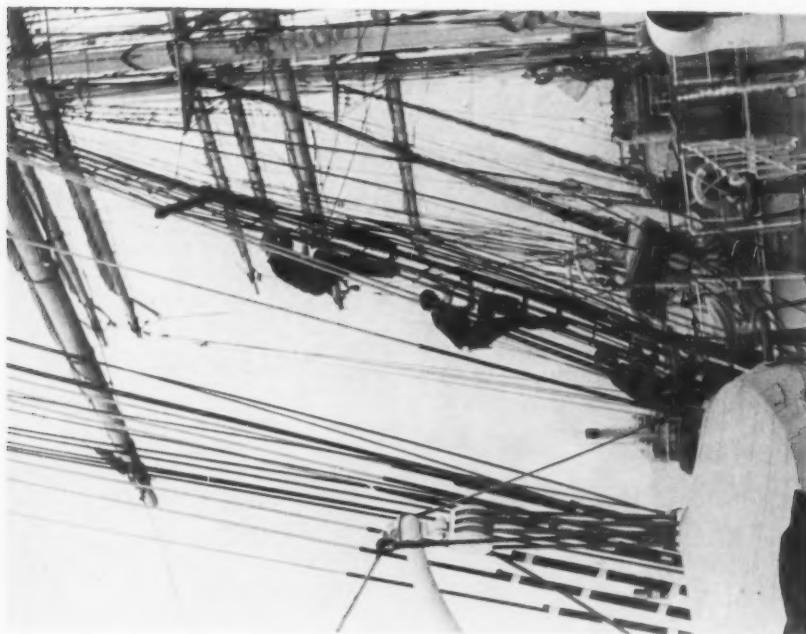
Another description of a trip in *Hawaiian Isles* in the 1890's was given by Captain Leale:³

After making a few voyages with grain from San Francisco to the United Kingdom and to Australia for coal, she was in San Francisco and had a grain charter from Portland, Oregon, to United Kingdom. It was decided that she be towed to Portland. Capt. Nelson thought it a good idea for him and his wife to go along as passengers, and asked me to join them. I remember that I thought it a fine idea but more convincing when he added, 'You won't lose any salary, John.' We left San Francisco with a Southeaster blowing, in tow of the most powerful tug on the coast—the *Fearless*—Capt. Dan Haskell. A code of signals was arranged between ship and tug, regarding paying out of chain for a spring. The port anchor chain was unshackled from the anchor and put through the starboard hawsepipe with considerable end inboard. The tug's wire towline was shackled to the bight of the chain. After we got out to sea, the weather was bad and we were making about four miles per hour. On the third day out the weather got worse and the tug signalled for more chain as the ship was diving into it. The mate went forward to pay out more chain but made the mistake of slacking away on the short end. As soon as he began to slack away, it took charge and shot out of the hawsepipe making the fire fly. We were soon adrift fifteen miles off a lee shore and flying light, with everything fast aloft. Immediately all hands got busy to get sail on her as it would seem impossible for the tug to get a line on board in such a sea. I had nothing to do but watch things. I could see the tug like a gull on the top of the sea and again she would be totally out of sight. Dan Haskell was famous for his daring and in a short while the *Fearless* was close to windward of us and it seemed she might thump in with every sea. But finally her heaving-line reached us and the towline was hauled on board. It was indeed a masterpiece of seamanship. The next day the weather moderated and we went into Astoria in a snow-storm. All was well. From there we were towed up river to Portland by a stern-wheeler. It was a novel sight for me to see a deep-water ship being towed by a stern-wheel boat.

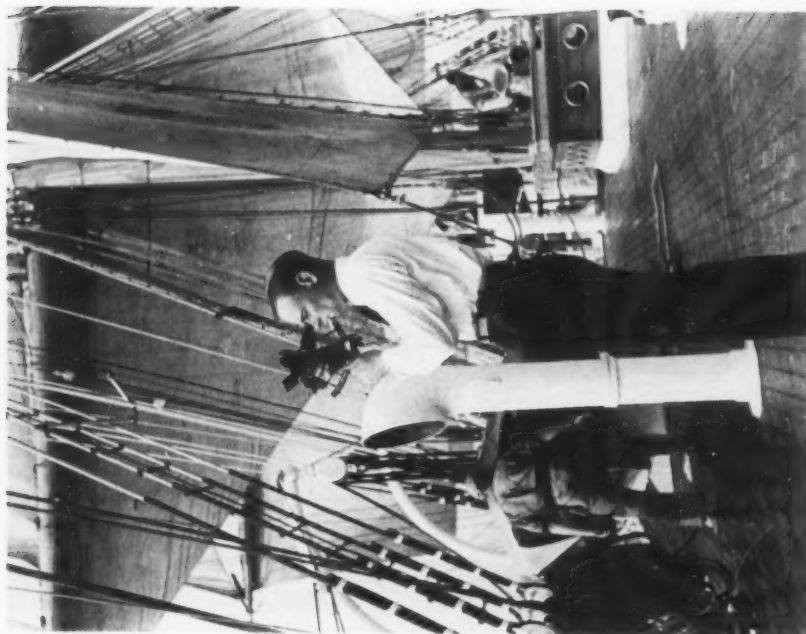
In 1900 the *Hawaiian Isles* and other Hawaiian vessels owned by Hawaiian or American citizens were awarded United States registry. That same year she was sold to Welch & Co., and Captain O. Rice took command. 'I first saw her in Melbourne about 1900,' writes a retired shipmaster, 'and at that time her chief claim to fame was because of a particularly big and tough second mate, Murphy, who had the playful habit, when washing down decks of a morning, of throwing wooden buckets of water, buckets and all, at the sailors, and otherwise knocking them about.'

The firm of Welch & Co., shipping merchants of San Francisco, had been established there in 1866 by Andrew Welch, a native of England.

³ Leale, *op. cit.*, pp. 104-105.



Cadets going aloft



Captain Malmberg shoots the sun

Bark Abraham Rydberg

Photographs by Count Pehr Sparre, June 1940

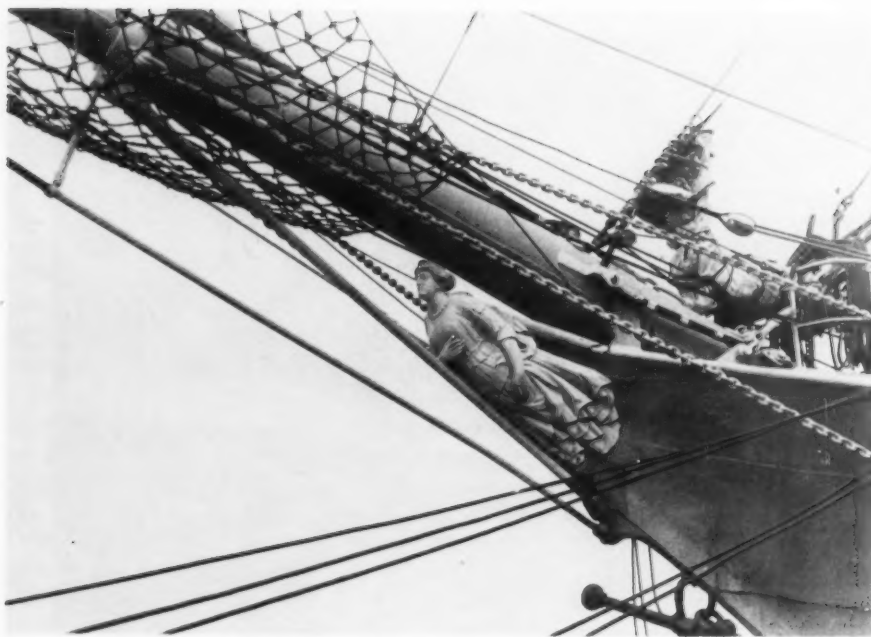


Figure-head and bowsprit



Captain and Mrs. Malmberg in the cabin
Bark *Abraham Rydberg*
Photographs by Count Pehr Sparre, June 1940

In 1871 he also founded Welch, Rithet & Co., Victoria, British Columbia, and became interested in the Moodyville Sawmill Co., three Fraser River canneries, and a line of sailing vessels between Liverpool and British Columbia, operated in connection with R. D. Welch & Co., Liverpool. In 1874 Welch & Co. became associated with C. Brewer & Co., Honolulu, as joint consignees of two sugar plantations; and from this time on the Hawaiian sugar trade was the chief interest of the San Francisco firm. They operated the Planters Line of packets between the Islands and the mainland, for which they had the 1,000-ton barks *Andrew Welch* and *R. P. Rithet* built in Scotland and registered by the Brewers in Honolulu. Andrew Welch died in July 1888; the following year the firm was reorganized as Welch & Co., Inc., R. P. Rithet becoming president of the corporation in 1890. As the sugar factoring business of C. Brewer & Co. increased, Welch & Co. added other vessels, and when the annexation of Hawaii brought the Islands within the protection of the coasting laws of the United States, they incorporated the Planters Line Shipping Co. as a subsidiary, taking over the vessel property of C. Brewer & Co., and buying half a dozen other sailers, of which *Hawaiian Isles* was the largest.

Mrs. Walter M. Mallett sailed in the bark with her husband⁴ from 1901 to 1909. She writes:

Welch & Co. offered him the captaincy when the *Hawaiian Isles* was in Honolulu. A man whose name I do not recall took the ship from some port on the Coast to the Islands, and Captain Mallett relieved him. He only had the command that one trip. The ship went from Honolulu in ballast to Chemainus, B. C., and loaded lumber for Port Pirie, Australia; from there to Newcastle, N. S. W., for coal to San Francisco; and thence to the Islands for sugar to New York. From New York we went with general cargo to Melbourne and Sydney, to Newcastle for coals, thence to the Hawaiian Islands for sugar, and around the Horn to the home port. We made three trips around the world in this trade. Once we came to Philadelphia, but which voyage I cannot say. It was a wonderful trade to be in. We both enjoyed every voyage. The ship was Captain's ideal for sailing. He always spoke of her as 'easy to handle,' meaning of course her answer to helm, swinging and running gear. During this time the ship changed ownership, Welch & Co. selling to Captain Matson. Both were fine people to sail for.

Perhaps you would be interested to know about the *general cargoes* the *Hawaiian Isles* carried. They consisted largely of wooden articles: carriages, furniture, axe, hoe and shovel handles in crates by hundreds; harnesses, all kinds of hardware, patent medicines, tinned fruits, rolls of printing paper, barrels of printers ink, glassware, bath tubs, baby carriages, boots, shoes, etc., etc. During our voyages in the *Hawaiian Isles* we had no accident, though some pretty thrilling experiences.

⁴ Cf. Lincoln Colcord, 'A Jury Rudder for the Bark *Guy C. Goss*,' *THE AMERICAN NEPTUNE*, II (1942), 65.

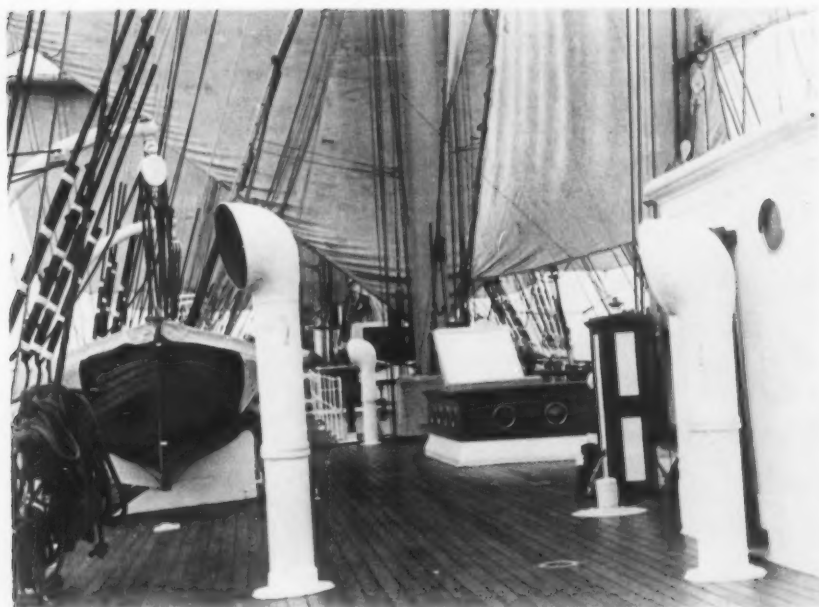
Lubbock⁵ gives as an example of the sailing of the *Hawaiian Isles* during this period her work in 1909, when she ran from Kahului to Philadelphia in one hundred and eight days, returning to Honolulu in one hundred and twenty-eight days from Delaware Breakwater: good average time, but hardly fast.

In 1908 the Planters Line, consisting then of ten vessels, was absorbed by the Matson Navigation Co. The new ownership had been incorporated in 1901 by Captain William Matson (1849-1917), a native of Sweden who came to San Francisco in 1867. Attracting the attention of the Spreckels family while in command of a Bay schooner hauling coal to their sugar refinery, he was able to buy a master's interest in their new Island schooner *Emma Claudina* in 1882. In 1887 he supervised construction of the 359-ton skysail-yard brigantine *Lurline* at Benicia for the Spreckels interests, taking her to sea when completed. The Matson Line today speaks of this as its first vessel and has named two steamers *Lurline* after her. During the 1890's Captain Matson acquired several second-hand sailing vessels under American and Hawaiian registry, all running in the freight and passenger trade between the Islands and San Francisco. At its incorporation in 1901 the fleet comprised five sailers, a steamer, and a tug, thus explaining the seven stars in its present house-flag.

Oil carriers and freight steamers were added in the next few years, and in 1908 the line, aided by Henry Huntington of the Newport News shipyard, put the new steamer *Lurline* on the run. With the introduction of first-class passenger steamers into the Hawaiian trade, the sailing vessel competition sold out to the Matson Navigation Co., leaving it with the monopoly it has enjoyed ever since. In the dispersal of the sailing vessels the Matson Line sold *Hawaiian Isles* in December 1909 for \$60,000 to the Alaska Packers Association of San Francisco, who cut off her skysail poles and renamed her *Star of Greenland*.

Under Captain P. H. Peterson, who remained in command throughout her career as a salmon packer, the *Star of Greenland* made a trip to Ladysmith, British Columbia, in the winter of 1909-1910 for coal, and in April 1910 left San Francisco on her first trip to Alaska. From 1910 to 1916 she made an annual voyage to Wrangell; from 1917 to 1920 and in 1922 she called both at Wrangell and Loring; and from 1923 to 1926 visited Loring only. This routine was broken by two round trips to Nainaimo for coal in the war winter, 1917-1918, the cargoes averaging 3,330 tons; and a voyage to Naknek in 1921, the sole occasion on which she visited Bristol Bay. Her upward passages to southeast Alaska averaged

⁵ *The Downeasters* (Glasgow, 1929), p. 218.



Looking forward from poop — bark *Abraham Rydberg*
Photographs by Count Pehr Sparre, June 1940



Work and play — bark *Abraham Rydberg*
Photographs by Count Pehr Sparre, June 1940

nineteen days, and homeward fifteen and one-half days, the best being fourteen days northward in 1914, 1920 and 1922, and ten days southward in 1913, 1916 and 1926. In October 1916 *Star of Greenland* was sent to the United Engineering Works to have her poop extended 32 feet, the alterations increasing her American gross tonnage from 2,148 to 2,179 and decreasing her net from 1,974 to 1,944. Her crew of fishermen henceforth bunked and had their mess-room in the poop extension, the officers of course being in the after part. The galley was in the after deck-house and the donkey boiler and electric light plant in the forward house. The cannery hands lived in the 'tween-decks forward and had their own galley under the fo'c'sle head.

After her arrival at San Francisco in September 1926 the bark was laid up at Alameda. In November 1929 she was sold for \$20,000 to the Rydbergska Stiftelse of Stockholm. The foundation had first contemplated buying at the same price *Star of England*, a steel bark of 2,123 tons, built in Scotland in 1893 as *Blairmore*, and the deal was announced as closed; but *England* was due for her third Number 3 survey at Lloyd's and proved unable to pass it without extensive repairs. Captain Sune Tamm, who had been sent to California to buy a suitable cargo-carrying training ship, then bought *Star of Greenland*, renamed her *Abraham Rydberg*, secured a barley charter for Dublin at a record low freight, rounded up a Swedish-American crew, and left San Francisco 25 January 1930. The historic passage—the last sailing of a square-rigger around the Horn with California grain—was made in one hundred and twenty-four days. Mr. and Mrs. Ben Ames of San Francisco went along as passengers, and Ames has published an account of the voyage.⁶ At Dublin the cargo was discharged to become Guinness' stout and the *Rydberg* proceeded to Gothenburg. Here she spent a year undergoing alterations: a new deck, a 53-foot bridge addition amidships, and accommodations for forty cadets. Under Swedish laws her tonnage became 2,345 gross, 1,966 net, and she was remeasured as 260.9 feet x 43.2 feet x 23.6 feet.

A Swedish ship-owner who lived from 1780 to 1845, Abraham Rydberg left part of his fortune to found a nautical academy where boys should be trained for the sea. Under a Royal Charter obtained in 1850 his trustees acquired a site on the Stockholm water front for a nautical school and bought the brig *Carl Johann* to supplement the classroom instruction with summer cruises in the Baltic. Like Sailor's Snug Harbor in New York, the foundation in time found itself possessed of almost embarrassing

⁶ Title varies, *Yachting*, February 1931, pp. 51-54, 134; March, pp. 57-60, 144; April, pp. 78-82, 126. *Abraham Rydberg* is almost unique among surviving square-riggers in that no book has been written about a voyage in her.

wealth through the ownership of farm property that turned into city lots. In 1879 the 149-ton wooden ship *Abraham Rydberg*—surely the smallest full-rigger of her time—was built for the training work; she was still afloat a few years ago as an auxiliary schooner. In 1912 she was replaced by a new *Abraham Rydberg*, a steel ship of 262 tons, lengthened and enlarged to 327 tons in 1925; but in 1929 the trustees discovered that a new generation of boys was taking advantage of their hospitality and accepting a summer yachting cruise about the Baltic with no thought of following the sea thereafter. The second *Abraham Rydberg* was therefore sold to I. M. Uppercu of New York, becoming the yacht *The Seven Seas*; the shore establishment was given up; and Captain Tamm was sent to buy a third *Abraham Rydberg* to be operated as a seagoing training ship like *Beatrice* and *C. B. Pedersen*, then both running in the Australian trade. Sweden, more than most maritime nations, still believes that seamen should begin their training under sail.

As a schoolship our *Abraham Rydberg* carries no crew, the cadets working the ship under the direction of the mates and petty officers. When up to her full quota, forty boys between sixteen and twenty who paid the equivalent of £40 apiece for the voyage, watches were split, the trainees thus working 'one in four.' The idle half watch received instruction in seamanship, communications and ship's business. Navigation was left to the Government school ashore. A noteworthy feature of the bark's present rig is the use of triangular courses, which are particularly suited to the conditions of a ballast passage with an untrained crew. She and the Peruvian *Omega* are the last single-topgallant four-masted barks afloat. Aloft, backropes and double lifts are provided for the safety of the boys, and as one more safety precaution she has avoided Cape Horn, invariably taking the longer Good Hope route homeward from Australia. The wisdom of this course was made tragically apparent in 1938 when the German four-masted bark *Admiral Karpfanger*, formerly the Belgian *L'Avenir* and a younger and larger vessel than the *Rydberg*, went missing with all hands, including forty cadets, on a Cape Horn passage.

On her first training voyage *Abraham Rydberg* left Gothenburg in ballast on 30 August 1931 and made the passage to Wallaroo in ninety-six days. This, as it turned out, was the best outward trip of the eight she has made in the trade; but her later voyages included a call at Madeira where the boys were given a run ashore. Her cargo loaded, she left Wallaroo 13 January 1932 and arrived at Gravesend 17 May, having called at Fremantle and Table Bay. From Gravesend she crossed empty to her home port, Gothenburg, where the boys left her. Eight weeks in port allowed

for the voyage repairs and for the new boys to join a month or so before sailing time to get the hang of the ship. This was the routine of her next seven years. Her best homeward passage was one hundred and seven days to Falmouth in 1934 and in 1939 she ran from Wallaroo to Good Hope in thirty-nine days, which Captain Malmberg claims as a record. Captain Tamm stayed ashore in 1935 as port captain and Captain S. G. Hallström succeeded him; he left in 1937 to take Wenner-Gren's yacht *Southern Cross*, and Captain Oscar Malmberg, who had served as second mate and mate and was then only twenty-five, was given command. Mrs. Malmberg, an English girl, still sails with her husband.

There she reigns over a cabin, a 'drawing room,' a saloon which we would call the dining room, a spare cabin, a pantry and a bathroom. Her maid is generally a callow youth signed on as assistant steward, but she has at her beck and call the ship's company, including 40 cadets training for the Merchant Service. One household duty she is spared, and that is cooking, for this is all done in the galley, and jolly good food cook turns out too, but taking life in general, she runs her floating home very much on shore lines.

She even has a vacuum cleaner, run off the batteries which supply the ship's wireless and give current for the electric light and the various radio sets on board. These batteries are a bone of contention for which our housekeeper is a contestant, for on long voyages one of the problems of a sailing ship is fresh water. When it rains, all receptacles available are filled if the downpour is adequate, but even that is not enough and war breaks out. Cook wants the water for his galley; 'Sparks' wants it for his batteries, and the Captain's wife wants it for laundry purposes and she usually has a grand scrub day after a really good rainfall.⁷

Collision with steamers now ranks high as a cause of loss among sailing vessels, particularly in the English Channel. *C. B. Pedersen* was lost that way in 1937, homeward bound off the Azores, leaving *Abraham Rydberg* as Sweden's last seagoing square-rigger. The *Rydberg* herself had a narrow escape in the Channel in May 1936. She was run into by the British steamer *Koranton*, sustaining a crumpled main-topmast, a couple of smashed boats, and extensive damage to the port bow, fortunately above water-line. She arrived in London safely and repaired at Blyth.

In 1937 berths were made available in the bark for British boys, England then having no square-rigged vessels left in service. Three were carried that year and nine in 1938. In 1939 the Netherlands government became interested in the idea and initiated an ambitious project. Arrangements were made for the *Abraham Rydberg* to carry five Dutch boys and an instructor, who were to be trained as nucleus for a new ship to be built in Holland and run along the lines of the *Rydberg*. The outbreak of

⁷ Douglas King-Page, 'Woman Afloat,' [Liverpool] *Journal of Commerce*, 7 June 1941, p. 4.

war of course cast all these plans adrift. The bark apparently was in port at Gothenburg on 1 September 1939; she turned up later that year at Buenos Aires. She next visited Barbados and was bound home to Sweden when the Germans invaded Norway; twenty-four days out she had reached a position north of the Faroes, but was ordered by radio to New York, crossing in eighteen days. During 1940 and 1941 she traded between the United States and Brazil, carrying coal south from Hampton Roads and returning with cottonseed meal. Although short-handed, with only half her usual number of boys on board, she made the run from Boston to Santos in forty-one days in March and April 1941. From the spring of 1941 to the spring of 1942 she made two more voyages from the United States to South America and return, and on 15 March 1942 arrived at Baltimore, where the cargo was discharged. She has been at Baltimore since that date, and as this article goes to press is about to be sold to the Swiss.

Chrysopolis: *The Queen of the Golden River*

BY JOHN HASKELL KEMBLE, LIEUTENANT, U.S.N.R.

IN 1940 the burned-out hull of an old steamer was broken up on the mud flats of Alameda, California. She had been sold out of service, and was in the hands of the ship-breaker when fire attacked what was left of her shell. In this fashion ended the career of one of the most famous vessels in the history of inland water transportation in California. Eighty years before, she was built as *Chrysopolis*, the crack ship of the San Francisco-Sacramento service. After more than a decade of operation on the river, she was rebuilt as a ferry in 1875, and under the name of *Oakland* plied back and forth between San Francisco and the *contra costa* until 1940. During her long life, she carried millions of river and bay passengers, although few of those who travelled on her in her later years as a Southern Pacific ferry realized how venerable was the steamer which bore them across San Francisco Bay.

In 1860 the river traffic of California was dominated by the California Steam Navigation Co. Since its organization in 1854, the company had striven to develop and maintain a monopoly on the inland waters of the state as well as along the coasts north and south of San Francisco. These ambitious activities drew much unfriendly criticism from the newspapers, and raised against the company more than one 'opposition' line of steamers, but in spite of this the California Steam Navigation Co. retained its hold on river traffic until the advent of the Central Pacific Railroad as the arbiter of California transportation. Although perhaps justly condemned for monopolistic practices and for charging rates which were as high as the traffic would bear, the crimson house flag of the California Steam Navigation Co. with its border of white and the Great Seal of the State of California blazoned in the center flew over well-built and operated steamers, which set a high standard of efficiency and good service.

In 1859 the California Steam Navigation Co. determined to build a new steamer for its service between San Francisco and Sacramento. This run of 117 miles included the passage across San Francisco and San Pablo

Bays, through Carquinez Straits and over Suisun Bay was well as up the Sacramento River. Connecting as it did the commercial metropolis of California with the capital of the state as well as the point of departure for the northern mining district of the Sierras and the center of distribution for the rich Sacramento Valley, it was the most important transportation link in California. The new steamer would have little to do with freight passing up and down the busy waterway, but she would carry capitalists and miners, politicians and gamblers, merchants and ministers, as well as express freight and the United States mail.

John North of San Francisco designed and built the hull of the new steamer, the work going forward under the general superintendence of Captain James Whitney of the California Steam Navigation Co.¹ The hull was 245 feet long, 40 feet in beam, with a depth of 9 feet, 6 inches.² The timbers for the hull were principally of California origin, although a few of the larger ones were oak from the eastern United States. All of them were painted before being fitted into place.³

The steamer's engine was built in New York by Joseph Belknap of the Neptune Iron Works, and came to California in the hold of the clipper *Asa Eldridge*, which arrived on 10 February 1860.⁴ Rated at 900 horsepower, the walking beam engine had a cylinder 60 inches in diameter with an 11-foot stroke, and cost, delivered in San Francisco, \$43,000.⁵ Steam was furnished by two boilers, each of which weighed 32 tons empty and 60 tons when filled with water. The side-wheels were 36 feet in diameter with 8-foot faced buckets.⁶

During the spring of 1860, the hull took shape at North's Yard, which was located on Steamboat Point, at the foot of Fourth Street in San Francisco. The evening of 2 June was set for the launching, and as it was a fine night with a full moon a crowd of about five thousand persons assembled for the event. In addition to the spectators ashore, many small boats clustered about the yard, and the California Steam Navigation Co.'s river steamer *Eclipse*, having landed her passengers from Sacramento, lay to off the yard, brilliantly lighted. Work went on around the hull up to the time of launching, and some doubted whether the pitch of the ways would be sufficient to take it into the water easily. Lines were

¹ *San Francisco Daily Alta California*, 3 June 1860. Hereafter cited as *Alta*.

² *Chrysolis* was readmeasured 11 August 1865 with the following dimensions: 243.8 feet x 40.8 feet x 9.75 feet. 1086 58/100 tons. Her tonnage on 1860 enrollment was 884. Bureau of Marine Inspection and Navigation, *Enrollments*, mss., National Archives, Washington, D. C.

³ *Alta*, 3 June 1860.

⁴ *Ibid.*, 2 March 1860, 17 May 1875. Carl C. Cutler, *Greyhounds of the sea; the story of the American clipper ship* (New York and London, 1930), p. 516.

⁵ *Alta*, 3 June 1860. *Sacramento Daily Union*, 4 August 1860. Hereafter cited as *Union*.

⁶ *Alta*, 3 June 1860.

paid out to the tug *Columbia*, but they parted as soon as she began to pull. The slight impulse thus given was enough, however, for even as the tug began to go astern to pick up the broken hawsers, the new hull began slowly to glide down the ways, and accompanied by the cheers of the crowd, slid gracefully into San Francisco Bay. It was immediately taken in tow by *Eclipse*, and brought around to Hathaway's Wharf, where work was to be continued.⁷

There was no formal ceremony of christening when the flag-decked hull was launched, and although the steamer had been referred to as *Chrysopolis* since April, she was not so named officially by her owners until completion. The name, which a classically trained age easily translated as 'Golden City,' referred, of course, to San Francisco. In Sacramento it was urged that she be named after that city, but this suggestion was described as 'silly local prejudice' by the San Francisco press, and Sacramento reluctantly withdrew her petition.⁸

During the two months following her launch, work was continued on *Chrysopolis*, so that she was complete and ready for service early in August. Part of this work was done in San Francisco, but during the last part of June and all of July she was at Benicia.⁹ In appearance, *Chrysopolis* did not differ greatly from other Sacramento River steamers of her day. She was the largest and finest yet built in the west, however, and in size and design was not unlike the best contemporary Hudson River steamers. Her boilers were on the guards just forward of the paddle-wheels, and her two tall stacks were arranged athwartships. The shallow waters and shifting sand bars of the Sacramento caused her designer to make every effort to reduce the steamer's draft, and in this he was successful, for when moderately loaded, *Chrysopolis* drew only about four and one half feet of water.¹⁰ One innovation in her design was the long, flush promenade deck, which extended all the way from bow to stern, an arrangement which only later became common on the Hudson. It was claimed as an idea of California naval architects, and one enthusiast wrote that 'One standing on this promenade which is so high and light, feels a sensation like riding through air.'¹¹

The run for which *Chrysopolis* was intended was made largely in day-

⁷ The steamer entered the water at 10:43 P.M. Ibid., 3 June 1860.

⁸ Ibid., 14 April, 22 May 1860. San Francisco Daily Evening Bulletin, 4 June 1860. Hereafter cited as *Bulletin*.

⁹ Union, 29 June, 18 July 1860.

¹⁰ The Hudson River steamer *Daniel Drew*, built in the same year as *Chrysopolis*, had a gross tonnage of 880, and measured 251 feet x 30 feet x 9 feet 4 inches. Diameter of cylinder 60 inches, length of stroke 10 feet. David Lear Buckman, *Old steamboat days on the Hudson River . . .* (New York, 1907), p. 136. *Alta*, 3 June 1860. *Union*, 1 August 1860.

¹¹ Ibid., 3 August 1860.

light hours in both directions. Therefore although she was able to carry one thousand passengers, there were sleeping accommodations for but one hundred and fifty. These were located on the main and promenade decks. On the promenade deck, the saloon ran the length of the deck-house, obstructed only by the plate glass case of the walking beam amidships. The room was finished in light wood, veneered with gilt, and furnished with cushioned chairs and marble topped tables. Its walls were adorned with great mirrors, and four oil paintings of California scenes by Frederick Butman, a San Francisco landscape artist. Out of this room opened forty-eight state-rooms, eighteen more being located aft on the main deck below. These latter gave onto the ladies saloon, a room decorated in Gothic fashion with velvet-covered mahogany spring chairs, and center tables of the same wood. Below also were the dining saloon and galley, large, cool and well arranged. The public rooms and state-rooms were lighted with coal oil lamps.¹² For years there was no steamer on the river with finer passenger accommodations, and *Chrysopolis* remained the best of the California Steam Navigation Co.'s boats as long as that company was in operation. On her freight deck, the steamer had capacity for one thousand tons of cargo.¹³ When completed for service, *Chrysopolis* had cost her owners about \$200,000.¹⁴

In preparation for the new steamer, the California Steam Navigation Co. renovated its docking facilities at Sacramento. Gas lights were installed on the wharf and on the hulks moored there, and a new passenger landing was arranged.¹⁵ The steamer *Queen City* was hauled out on the ways at Benicia, and reconditioned to prepare her to run opposite the new *Chrysopolis*.¹⁶

On the morning of 2 August 1860, at eleven o'clock, *Chrysopolis* cast off from Broadway Wharf, San Francisco, and after running along the water front to give the crowds gathered on the wharves a chance to see her, she swung around and headed northeast across the bay on her first voyage to Sacramento. An unusually heavy wind turned the wide expanse of water into a tumbled sheet of white caps, but the new steamer ploughed along in fine fashion, and made the run to Benicia in the record time of one hour and fifteen minutes. The river was low, and once the open water had been left, there was no effort at making a record. A passage of as little as five and a half hours had been anticipated by the Sacramentans, and the levee was crowded with expectant citizens hours before

¹² *Alta*, 3 June, 3 August 1860.

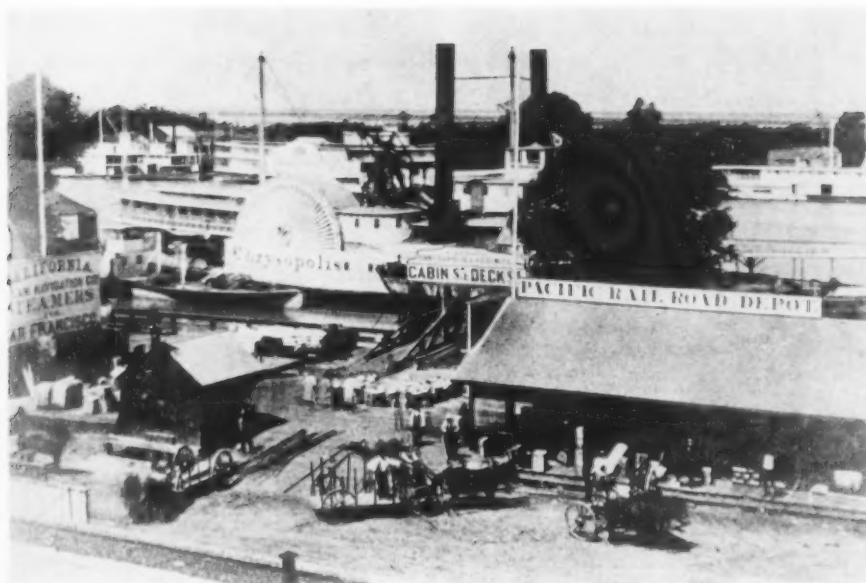
Union, 1, 3 August 1860.

¹³ *Ibid.*, 3 August 1860.

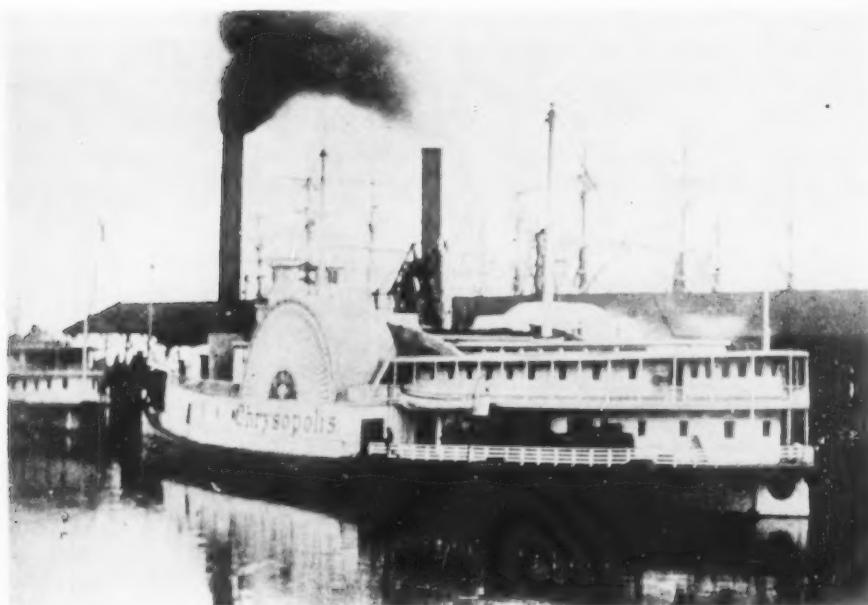
¹⁴ *Ibid.*, 1 August 1860.

¹⁵ *Union*, 12 June 1860.

¹⁶ *Ibid.*, 29 June 1860.



Chrysopolis at the Sacramento landing, 1869



Chrysopolis in dock at San Francisco, 1865



Oakland (formerly *Chrysopolis*) leaving the San Francisco Ferry Terminal, 1936



Oakland (formerly *Chrysopolis*) in San Francisco Bay, 1936

the steamer arrived. She docked at Sacramento at 6.30 P.M., seven and one half hours from San Francisco. In addition to regular passengers and cargo, the new steamer had carried a number of invited company guests on her maiden passage. She had no sooner made fast to the landing hulk than crowds of visitors rushed aboard, completely blocking the gangway. Hundreds of curious people inspected the steamer during the evening, and were enthusiastic in their praises of her accommodations, the *Sacramento Daily Union* referring to her the next morning as 'the latest and brightest example' of the progress of California.¹⁷

After the excitement of her first voyage, *Chrysopolis* settled down to regular service, sailing three times each week in each direction. At this frequency, and with two boats in service, the California Steam Navigation Co. gave daily service except Sundays between San Francisco and Sacramento. Bound up-river, she left San Francisco at 4 P.M., and returning left Sacramento at two o'clock the next afternoon. The speed of her passages varied with the state of the river, and the length of stops along the way. In May 1861, she came from Sacramento to San Francisco in six hours, five minutes, and on the last day of 1865 *Chrysopolis* made what seems to have been her all-time record, five hours, nineteen minutes.¹⁸

During her years on the Sacramento, *Chrysopolis* had many running mates. She opened the service alternating with *Queen City*, but by the end of 1860 the place of the latter had been taken by *Antelope*. *Yosemite* appeared on the run in 1863, and continued until the end of the sixties, the two being joined by *Capital City* in 1867.¹⁹

While running for the California Steam Navigation Co., *Chrysopolis* was commanded by but two men. Captain E. C. M. Chadwick came to her when she was new from *Eclipse*, and continued as her master until his sudden death on 16 April 1865.²⁰ His place was then taken by Captain Albert Foster, who remained in the steamer until 1871, when the California Steam Navigation Co. retired from business.²¹

The owners of *Chrysopolis* were not always in absolute control of the river trade. 'Opposition' lines, fostered by the highly 'monopoly-conscious' California press frequently attempted to gain a foothold in the preserve of the California Steam Navigation Co. This competition re-

¹⁷ *Alla*, 2, 3, 4, 6 August 1860. *Union*, 2, 3, 4 August 1860.

¹⁸ *Alla*, 23 May 1861. J. W. Woolridge, *History of Sacramento Valley California* (Chicago, 1931), p. 132. The distance from Sacramento to San Francisco by river was 116.9 statute miles. On the passage of 31 December 1865 she averaged 21.90 miles per hour.

¹⁹ Henry G. Langley (comp.), *San Francisco directory for the year commencing July, 1860 . . .* (San Francisco, 1860), p. v. An annual publication. Hereafter cited as Langley, *Directory* with year, place of publication remains San Francisco, and date of publication same as year. Langley, *Directory*, 1861, p. v; 1862, p. v; 1863, p. v; 1864, p. v; 1865, p. v; 1867, p. vii; 1868, p. vi; 1869, p. vi.

²⁰ Langley, *Directory*, 1865, p. 23. *Union*, 25 June 1860.

²¹ Langley, *Directory*, 1867, p. vii; 1868, p. vi, 222; 1871, p. vi.

sulted in rate reduction. The \$5 to \$7 cabin fare from San Francisco to Sacramento was cut, for example, to \$1 in May 1861, and at the same time, deck passage was only \$.25 on *Chrysopolis*.²² Racing between rival steamers was also a characteristic of periods of competition. At the time of the rate cutting just referred to, *Chrysopolis* raced *Nevada* from Sacramento to San Francisco, beating the rival steamer by a bare ten minutes.²³ In May 1864, *Chrysopolis* and *Washoe* left San Francisco together, drawing cheering crowds to the wharves, where 'steamboat runners plied their noisy calling as of yore.' Again in July the two steamers raced, crowds gathering at up-river steamboat landings in anticipation of a thrilling sight, and a good deal of money being bet on the result. *Chrysopolis* got away from San Francisco a minute behind her rival, but seems to have passed her at Benicia. After devoting careful attention to the start of the race, the San Francisco newspapers failed to report its outcome.²⁴

The last excitement in *Chrysopolis's* river career came when she carried the Emmet Guard of Sacramento on an excursion to San Francisco in 1869. Two members of the organization applied for permission to bring along a small cannon, and when this was refused, they brought it anyhow, firing it frequently on the trip down-river. As *Chrysopolis* came into Broadway Wharf, the cannon was fired for a last time, and in the process the keg containing powder for it was ignited and blew up. No one was killed, but sixteen persons were injured, and a good deal of excitement prevailed for a few moments. The steamer came off with little damage beyond a few planks displaced and slight burns on carpets and upholstery.²⁵

In 1869 the iron horse reached San Francisco Bay, the California Pacific completing its line from Sacramento to Vallejo, and the Central Pacific reaching Oakland by way of Stockton. It was only a matter of time after that until the day river boats, which catered principally to passengers and express freight, would be forced out of the running. When the California Pacific was reorganized in May 1871, it purchased the steamers of the California Steam Navigation Co., ending the seventeen-year career of the would-be steamboat monopoly. On 1 August of the same year, the California Pacific was acquired by the great Central Pacific, and with it, of course, the river steamers.²⁶

²² John S. Hittell, *The commerce and industries of the Pacific Coast of North America . . .* (San Francisco, 1882), p. 198. *Alta*, 24 May 1861.

²³ *Ibid.*, 23 May 1861.

²⁴ *Bulletin*, 10 May, 12 July 1864.

²⁵ *Alta*, 17 March 1869.

²⁶ Southern Pacific Co., *Historical outline* (San Francisco, 1933), p. 25. Langley, *Directory*, 1871, p. 29; 1872, p. 27. Stuart Daggett, *Chapters on the history of the Southern Pacific* (New York, 1922), pp. 107-111.

Chrysoopolis had seen her great days on the river, and now she was destined to leave it forever. Rather than expanding her berthing capacity for night service, the Central Pacific decided to rebuild her completely, and place her on the San Francisco-Oakland ferry service, which carried passengers, express, and mail for its main-line trains as well as transporting daily commuters across the bay. In the spring of 1875 a very extensive reconstruction was undertaken at the yard of Patrick Tiernan at Oakland Point. The hull was hauled out on the ways, lengthened by 20 feet, and rebuilt to make it double-ended. At the same time beam and depth were increased, and the whole was diagonally strapped with iron and otherwise strengthened. Her superstructure was completely rebuilt to conform to the needs of a double-ended ferry boat, and new boilers were installed, located inboard rather than on the guards. She was given new, and smaller paddle-wheels, but the original engine was retained.²⁷ The new saloon on the promenade deck was described by a contemporary as 'comfortable and elegant,' containing seats running its full length along the sides, as well as amidships at either end.²⁸

The newly reconstructed hull was launched broadside at 10 P.M. on 4 June 1875. There was no ceremony of any kind, and as the time had not been published, but few persons witnessed the event. Water-borne once more, she was towed to the end of Oakland Wharf to receive finishing touches before entering service.²⁹ On 6 June it was announced that the new ferry would be rechristened *Oakland* in honor of her eastern terminus.³⁰

Oakland entered the trans-bay ferry service in September 1875, and for the next sixty-five years plied faithfully back and forth over the three and a half miles of bay between the foot of Market Street and the end of Oakland Pier. The name of her owner changed in 1885, when the Central Pacific was consolidated with the Southern Pacific, under the latter name, but the duties of the old steamer remained the same. With the expansion of Southern Pacific service, her runs sometimes were from San

²⁷ The reconstruction was so complete that in the eyes of the official records, *Oakland* was a new steamer. *Chrysoopolis's* enrollment was surrendered at San Francisco on 14 January 1875, and bears the notation: 'Broken up.' The description according to the new enrollment is as follows: One deck, no mast, sharp stern, no head. 265 feet x 41.5 feet x 16 feet, 1,672 24/100 tons. Bureau of Marine Inspection and Navigation, *Enrollments*, mss., National Archives, Washington, D. C. The following particulars for the reconstructed steamer appeared in *Alta*, 17 May 1875: length on deck 282 feet, length of keel 261 feet 7 inches, beam of hull 40 feet, beam over guards 72 feet, height of main deck 17 feet, 6 1/4 inches, length of joiner work on deck 176 feet, height of joiner work on main deck 10 feet, length of saloon 136 feet, breadth of saloon 28 feet, height of saloon 9 feet, two return flue tubular boilers 9 feet, diameter of shells, combustion chambers, 7,000 square feet heating surface, 112 square feet grate surface built at Central Pacific Shops, Sacramento. Wheels 28 feet diameter, 10 feet face, twenty-four buckets of 28 inches per wheel. Five keelsons.

²⁸ *Alta*, 17 May 1875.

²⁹ *Ibid.*, 6 June 1875.

³⁰ *Ibid.*, 7 June, 1875.

San Francisco to Alameda Pier, or up San Antonio Estuary to the foot of Broadway in Oakland. After forty-five years on the bay, *Oakland* was again rebuilt, having her saloon built out to the full beam of the hull over the guards. In this last phase she had seats for 1,700 passengers, the third largest number of any of the Southern Pacific ferries at the close of extensive service in 1939. From this overhaul she returned to duty in July 1920.³¹

Immediately prior to the inauguration of train service across the San Francisco-Oakland Bay Bridge, she was relief boat for *Piedmont* and *Sierra Nevada* on the run from San Francisco to Alameda Pier, making runs for *Piedmont* on the last day of service, 14 January 1939. With the opening of the bridge, she was relegated to the place of 'utility boat.' *Oakland* was chartered by the Key System, and operated to Treasure Island during the first weeks of the 1939 Exposition, after which she was returned to the Southern Pacific.³² On 12 April 1940 *Oakland* was sold to ship-breakers,³³ and the process of dismantling her went forward at the ferry slip at the foot of Broadway, Oakland. While this work was in progress, on 27 June 1940, sparks from an acetylene torch set fire to oil in the hold. The flames were soon out of control, and it was five hours before land fire apparatus and one of the San Francisco fire boats were able to extinguish the blaze. By this time, the hull was resting on the bottom of the slip, and what remained of the interior of the steamer had been burned out. The hull was later pumped out, and after the remaining metal aboard had been removed, it was towed over to the Alameda mud flats, where it was sold for fire wood, and razed in the autumn of 1940.³⁴

After eighty years of useful service on river and bay, the career of the old *Chrysopolis* was closed. Her life on the Sacramento had lasted as long as the river required fast, day passenger steamers. When the railroad filled that need, she changed her name and appearance and spent sixty-five years shuttling back and forth across San Francisco Bay. Here again she lasted as long as the trade, her end marking the conclusion of the great period of inland water traffic in California. From first to last, she was a noble vessel, and one whose career was remarkably representative of the whole steamboat business of her lifetime.

³¹ Langley, *Directory*, 1876, pp. 25-26, 57. [Southern Pacific Co.], *Bay memories* ([San Francisco, 1939]), p. 12.

³² Robert W. Parkinson to author, 15 April 1941.

³³ Lindsay Campbell to author, 30 January 1941.

³⁴ Robert W. Parkinson to author, 15 April 1941.

The Boats of Ash Point, Maine

BY ALFRED A. BROOKS¹

ASH POINT is a small settlement on the coast of Maine a few miles northeast of the mouth of the Wessawesskeag River and a few miles southwest of Owl's Head Light. Two or three miles offshore lies the long string of islands known as the Mussel Ridges forming a reasonably sheltered stretch of water reaching from Owl's Head to White Head about twelve miles. It is full of ledges and there are a few bad tide rips. The landing used when I was there was the Fisherman's Beach which was still further sheltered by the mass of Ash Island about five hundred yards offshore. This beach was open to southeast storms coming in by Fisherman's Island and has now been abandoned after several drownings. The larger boats, lobster cars, etc., were moored just inside the southwest end of Ash Island, the other side of the weir leader from the landing. Weir, by the way, was pronounced ware or wire, locally.

Ash Point was peopled with the descendants of two brothers, Bobby Heard and Luther Hurd. Bobby I only faintly remember, but I knew Luther very well when he was an old man. The men were mostly tall, dark and rangy and the women plump and comfortable. They took their living from the ocean by hand lining, tub trawling, lobstering and weir fishing. They took a few boarders in the summer of whom I was one. Many of the men had learned stonecutting but there was little or no quarrying done when I was there.

The larger boats were moored out and not hauled up on the beach. Putting out a mooring was a social event for men only. First they picked a good pole, say 6 inches through and 10 feet long, then shackled about 20 feet of heavy chain to one end and spliced a heavy rope through

¹ This is an account, written from memory, of boats, their owners and their builders with which the writer was personally acquainted in the years between 1900 and 1905. There are of necessity some conjectures and some inaccuracies, but the writer has always been interested in the lines of boats and therefore studied carefully some of them and is able to reproduce their lines with considerable accuracy. It seems desirable to give a brief account of the conditions under which the boats were used and of their owners and builders as well as of the boats themselves.

a hole in the other. The whole assembly was then heavily tarred. The next step was to find a good flat rock half a ton to a ton in weight and at about half-tide mark. This was blocked up and Fred Pierce, Bobby Heard's son-in-law, or George Hurd, Luther's youngest son, would bring their stone-cutting kit down and drill a hole through the center of it. Next the chain was bolted through this hole and a dory hauled up each side of the stone at low tide. A heavy pole was laid across both dories and the chain lashed to it. Then all hands sat round and talked until the tide rose enough to float the dories and the mooring could be taken out where it was wanted and the lashings cut.

These men made their own sails. The smaller boats used spritsails, sometimes loose-footed, sometimes with a full-length boom with jaws, and sometimes with a club boom two-thirds to three-quarters the length of the foot. The spritsail was always furled by unstepping the mast. The larger boats used boom and gaff sails hoisted, even when there were no shrouds or stays so that the mast could be unstepped easily. They would recut sails sometimes two or three times until they got them to draw right. They liked to have a mainsail quite flat at the leech and didn't care if they got a hollowing leech in order to flatten it. They never used battens. They wanted the sail to soften up at the throat first and, for a gaff rig, to have this softening gradually crawl down the mast and up the gaff about equally so as to reach the foot and the peak about the same time. You can't get the softening of a spritsail to crawl out the head until after the entire hoist is a-shiver. For their jibs, they wanted them to start softening at the head first and to have the softening crawl down the stay and down the leech so that the foot was the last place to soften up. This was controlled partly by the sheeting and partly by attaching the sheets and halyard to clubs 3 to 6 inches long. They wanted the leech of a jib flat and a little slack so as not to back wind the mainsail too much.

Sail-making was a social event that the women joined in. First there was a trip to Rockland, nine miles by horse and team or twelve miles by the water, to get the canvas. Then the women middle-seamed it on a sewing machine, putting a treble thickness fold about an inch wide up the center. After this the shape of the sail was pegged out on a level piece of ground. For a loose-footed or club-boom sail Luther Hurd was always called in as an expert, and for a full-length boom Tim Crowley. There would always be a lot of other experts drop around, including the author. Luther Hurd used a head making an angle of thirty to forty-five degrees with the mast, while Tim Crowley's taste ran to really high peaks so that the peak halyard blocks came right together. The canvas was cut roughly

to shape with the length of the strips parallel to the leech and the strips pinned together. Then the whole works went to the women again and the strips were stitched together. Then back to the pegged shape for the roach. Luther, Tim, or the writer used to supervise this. We all used about a quarter of an inch per foot for the head, hoist and foot while Luther used the same for the leech and Tim and I used about half this to get a flatter leech. The hems were turned and pinned in at this time and the women stitched them. After this it was a man's job with twine, a big needle, and palm, roping and making grommets. Luther Hurd taught me to do this work, stitching the rope so that the strands protected the twine, and weaving heavy twine rings to be stitched in for grommets, and I did a lot of it for the community. Jibs were cut about the same way except that the length of the canvas was parallel to the stay.

Boatbuilding was a winter's job and Tim Crowley's double-ender is the only one I ever actually saw in the process of construction. The methods which I describe are therefore somewhat a matter of conjecture. Any of the men built boats for their own use if they felt like it. Freeman Ratcliff and his son Paris built boats for others. They lived at the mouth of the Wessawesskeag River, locally known as the 'Keag, pronounced Kig. They would build one or two wherries or double-enders each winter, or a single small sloop. John MacDonald, when I knew him, was so old that he would only build you a row-boat and then only as a special favor, but when he was younger he had a fine reputation for small sloops, wherries and double-enders.

John and his wife, Aunt M'ri, were an interesting couple. When they were young they had lived all the year in one of the sloops which he had built and which he still owned. Later they lived on Hewitt's Island in the winter and the sloop in the summer, and, when I knew them, on Hewitt's in the summer and with one of their married children in Rockland in the winter. They owned several houses in Rockland. Aunt M'ri smoked a TD pipe when there were no other women around and she always had hot tea and hot soda biscuits made with sea water on the stove. She and John each ran their own string of lobster pots and she used to brag that she caught the most. One day my mother, sister and I stopped to see them, coming back from a call on the Two Bush lightkeeper's family, and when we told Aunt M'ri where we had been she said she had been trying to get over there all summer but John couldn't seem to find time to row her over. It wasn't over three miles and she probably rowed twenty every day about the lobstering.

I do not believe these boatbuilders ever made any drawings or did any

mould loft work. I knew Freeman Ratcliff and Paris quite well and they knew I was interested and I think they would have shown me their mould loft had they had one. Freeman Ratcliff and John MacDonald had a few sets of moulds they had used for small boats. Allie Ratcliff, I believe a cousin of Freeman's, was also a very expert boatbuilder. These men made wonderful sloops, fast and able and beautifully balanced. The ownership of a Ratcliff boat then was like owning a Rolls-Royce car today. We felt their boats were far superior to the better known Friendship sloops. There might have been a little partisanship there. They would go to windward no matter how hard it blew or how rough it was. Their owners set great store by this quality, feeling that there was never any reason for drowning so long as their boats could go to windward.

I don't think these men did any steam bending. When they used bent ribs they used white oak which they soaked in water for weeks to make it pliable. Their smaller boats were made with bent ribs. For these they set up the backbone, a piece of 1-inch white oak 6 inches to a foot wide for the bottom board, and the two stems for a double-ender, either hewn from knees or pieces of wheel felloes, or the stem, stern-post and transom for a wherry. Then they set up a sawn mould for the midship section, bent battens around this mould to the two ends, fitted two or four more moulds to stiffen and shape the battens, bent the ribs over the battens and let them dry for weeks. They finally planked over the battens and for the last thing removed the moulds and battens. They expected the boats to spring a little when the moulds came out and allowed for this in setting them up. Planking was around $\frac{3}{4}$ -inch cedar or white pine. Boats that were to be hauled up were fitted with a white oak false bottom about an inch thick. This would last about a year.

For the larger boats they used the same methods except that the frames were hewn from white oak or hackmatack knees and they used no moulds, just set up the midship frame, bent battens around it and fitted the other frames to them. These boats, none of them, had any dead wood. Wherever they had wetted surface they had appreciable displacement.

There were four main types of boats used in that vicinity, the fisherman's dory, the double-ender, the wherry and the small sloop. Oliver Ratcliff had a round-sided dory and Silas Ratcliff a square-stern boat with a skeg which they called locally a yawl boat. These were neither of them regarded as very satisfactory boats. They were not locally built.

The fisherman's dory was absolutely standardized. As I remember it they were 17 feet long, 4 feet wide and 30 inches deep amidships. They had quite a sheer and a slanting V-shaped transom, I never knew quite

why. The stern was a little deeper than the bow. They had a flat bottom athwartships with about four inches rocker fore and aft. Sides were flat, making an angle of about sixty degrees with the bottom. Frames were about $1\frac{1}{2}$ x 1 inches set edgewise and were butted at the corners and held by special iron clamps. Thwarts were removable and they always used thole pins instead of rowlocks. These dories were easy to build: two men with hand tools only could build one in three days. They were easy to row if trimmed right, that is down by the head a little so that the corner of the transom and bottom just cleared the water. They were very seaworthy and needed neither keel nor center-board to beat to windward. I never could see any justification for the round-sided or Swampscott dory, they are as hard to build as a wherry and neither as fast nor as seaworthy under sail or oars. They are much harder to build than the fisherman's dory and while faster under sail are not as seaworthy or as easy to row.

They also had weir dories. These were of the same construction as the fisherman's dories but were not of standard dimensions. Oliver Ratcliff had one which must have been 25 feet long. When two men rowed her they didn't have to keep stroke they were so far apart.

The double-enders were built primarily for rowing although many of them were fitted with center-boards and spritsails. There was nothing standard about their designs, except the flat bottom board 6 to 12 inches wide. They averaged about 16 feet in length and about one-fourth of their length in width. As the name implies the two ends were exactly alike.

The wherries were a common type there which I have not seen very much elsewhere. They had a flat bottom board the same as the double-enders and the lower half of the hull was somewhat similar. The stern had a straight sloping stern-post and a fairly wide transom about half the length of the stern-post in height. The hull was a little deeper at the stern than at the bow. There were two general types, the rowing wherry, primarily for rowing although often fitted with a center-board and rigged with a spritsail, and the sailing wherry, a little larger and intended primarily for sailing and always fitted with a center-board and rigged with a boom and gaff-mainsail, bowsprit and jib. They were usually without shrouds or permanent stays and it was always easy to unship the bowsprit. There was nothing standard about either the rowing or sailing wherry designs. They were likely to be a little slimmer than the double-enders.

The sloops were built primarily for sailing. They ranged from 16 to as much as 25 feet in length and were built to a fairly narrow keel instead of

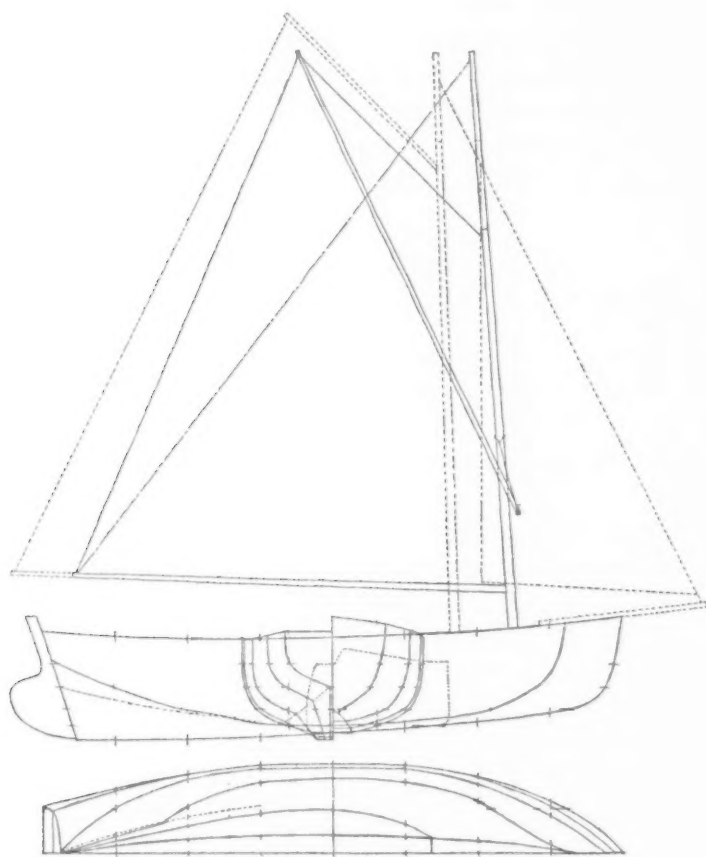
a wide bottom board like the wherries. They were on the average about three times as long as wide and were mostly center-board. They were usually rigged with boom and gaff-mainsails and single jibs on bowsprits. They usually had shrouds and always permanent fore-stays and bobstays but no backstays. Booms were usually fitted with jaws, not goosenecks, and mainsails hoisted on hoops. The usual height of the mast was the over-all length of the sloop. The larger ones sometimes carried double jibs and topsails.

The double-enders, wherries and sloops were either carvel-built which they called 'smooth skin' or clinker-built which they called 'lap strake.' They regarded the carvel-built as easier rowing and the clinker-built as more seaworthy as they felt the little ridges made the boat lift over the seas better. They used two different styles of rowing, sitting down and pulling facing aft, which they used for long trips; and standing up and pushing facing forward, which they used for lobstering. For pulling they wanted oars a little less than twice the width of the boat at the rowlocks in length. The stroke was quite short and the body recovery was helped by bending the arms. They got a lot of drive out of feathering the oars too. The wrists were definitely crossed at the center of the stroke. They regarded a man who let his oars rattle in the rowlocks as highly unskilful, in fact the men who used thole pins would sometimes row for several days with a single pin. For pushing they used tall rowlocks, they called them clump rowlocks, and cleats to brace their feet against. The stroke was even shorter than the seated stroke. They used to brag that on a calm day they could bring one row-boat alongside another so as to hold an egg between them without breaking it. I have seen it done, the shell would be cracked but not enough to let the white run out.

Luther Hurd was the patriarch of the community. He worked for my father as handy man around our summer place for several years and after father died and we sold the place my sister and I spent most of the time that we were on shore summers playing with his grandchildren around his place. He taught me sail making and nearly everything that can be taught about rowing and sailing small boats and reading weather signs. There is a lot of this stuff that no one can teach you, you just have to learn it yourself.

We used to hire Luther's big sailing wherry every summer. The plans which show the sailing trim are given quite accurately. She was a lap strake boat with timbers hewn from local hackmatack and planked with 1-inch cedar sawn in the tide mill on the 'Keag River from two drift logs Luther picked up one spring. He built her about 1870. She probably

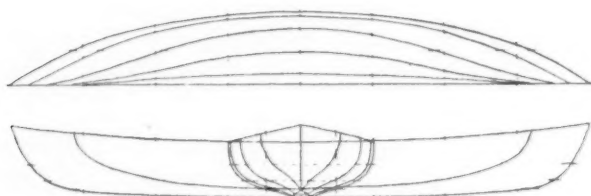
weighed wet about seven hundred pounds. Timbers were about $1\frac{1}{2}$ x $2\frac{1}{2}$ inches spaced about 18 inches apart. Note the internal chine aft typical of the lap strake wherries. I have shown three rigs, the full lines are the spritsail that Luther used when he took us out during the years



Luther Hurd's big sailing wherry. Scale: $\frac{3}{16}'' = 1'$

that he worked for us, the dot and dash lines show the jib-headed rig that I used when I was alone in her and the dotted lines my best guess at her original jib and mainsail rig. She was originally partly decked over forward and had wide washboards and probably a couple of feet of deck aft. Then she probably carried a thousand pounds of loose rock for ballast. She was fast and seaworthy off the wind but not so good to windward. Luther and Bobby were coming off the islands one day when an offshore

blow struck. They threw the ballast over and ran back to the islands in safety. Three days later they came ashore to read their own obituaries. When I used her the washboards and decks had been taken off and I only carried about five hundred pounds of ballast. She was very easy to row and able and fast off wind but not so fast by the wind in rough water. She would pound a sea to pieces and then back off and go around it but it must be borne in mind that she was under-rigged and under-ballasted. I remember we sailed her down to Owl's Head one day. We were in the tide lee of Ash Island and a little racer with Ratsey sails was running down the channel and passing us hand over fist. The two men on her were



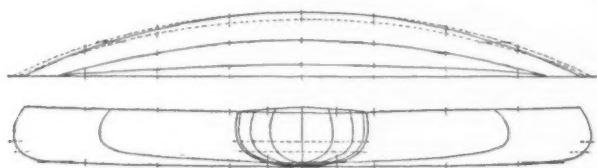
George Hurd's double-ender. Scale: $\frac{3}{16}'' = 1'$

laughing about it. Then we swung into the tide too and sailed for five miles within twenty fathoms of them. They were so sore they wouldn't even look in our direction. We had a terrible time beating back against the tide. I used to be very choice of nice ballast stones—flat ones that fitted well between the ribs. I have rowed them many a mile when the wind dropped rather than throw them overboard. She had begun to rot and loosen up in places along towards 1905.

George Hurd, Luther's youngest son, was about fifteen years older than I. When I was five or six he used to lend me a huge razor-sharp jack-knife and make me promise not to let anyone else use it. My parents wouldn't make me break a promise so they used to take me and hunt George up so I could return it: they finally bought me a knife but it never took the edge George's had. He owned the best double-ender on the beach. I don't know who built her, possibly John MacDonald. Her plans are quite accurate. She was a smooth skin, bent-rib boat weighing probably four hundred pounds wet and built about 1895. She had a center-board and was rigged with a loose footed spritsail about fourteen-foot hoist. She steered with a rudder with a yoke and lines. Note the hollowing water-lines which were not usual. She also had a little more dead rise than usual. She was very fast and able and George used her for lobstering

in all weather. Aside from hogging a little from being moored out she was in good shape in 1905.

George made a canvas punt to use for a tender. She was about 10 feet long and perhaps 42 inches wide, built with a wide bottom board and wide sheer strakes with ribs of wide barrel hoops between them and covered with canvas. The canvas chafed through over the ribs from hauling up and down the beach and she leaked like a sieve. George used to stuff the worst leaks with pieces torn from his shirt and could just make the mooring before she sank under him. One day she sank and left him hanging to the leader of the weir. Several of the other men had similar punts. They were terrible things but served their purpose.

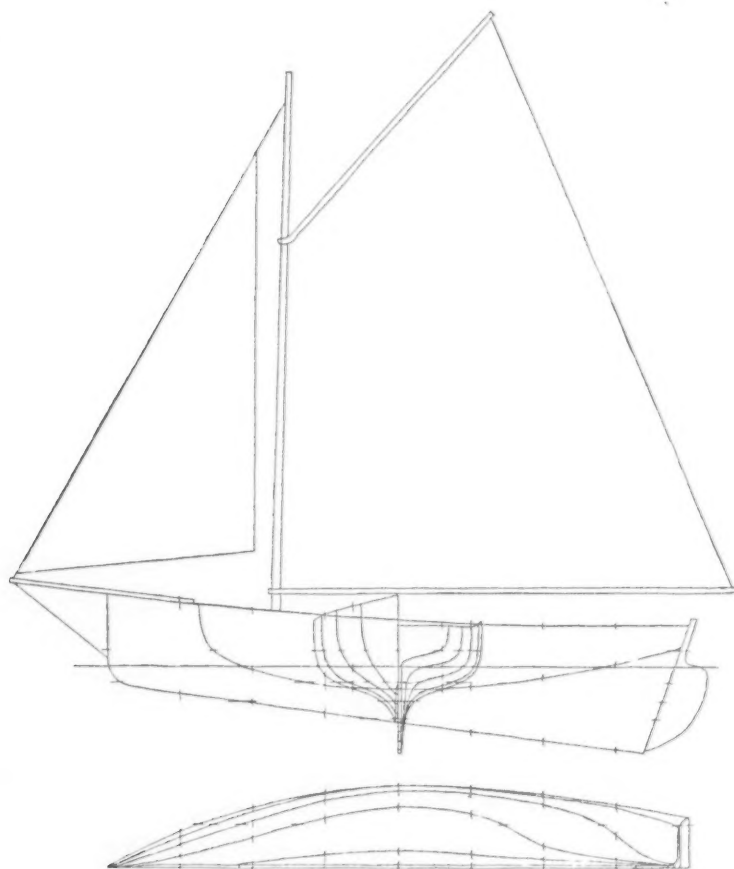


Alvin Hurd's double-ender. Scale: $\frac{3}{16}'' = 1'$

Alvin Hurd was a mighty man. Tall and rangy, he could bend a pair of ash oars almost to the breaking with every stroke for hours at a time. He owned a freak double-ender the lines of which are given quite accurately. She was a smooth skin bent-rib boat with much less sheer than usual and with some tumble home near the ends, resulting in canoe-shaped stems. I think she had no center-board but am not sure of it. Alvin had her rigged with a spritsail and steered her with an oar. She weighed about six hundred pounds wet. She was probably built about 1890. The under body lines with long floor and full water-lines are normal. She had begun to show signs of age in 1905, particularly her top sides, from the strain of rowing.

Alvin also owned a 25-foot sloop that he used to take parties out in and do freighting with. I went out a lot with him and he took a good deal of pains to teach me about sailing. The lines of this boat are given quite accurately as I helped put her in the water once or twice. The sail plan is more or less guessed at as I don't seem to remember it very well: she was a lap strake center-board boat and steered with a tiller. She was decked to the mast with about a 3-foot deck aft and 2 feet amidship. I don't know when she was built nor the builder. The design was unusual. She was a very easy boat to drive on account of the shallow main hull and didn't

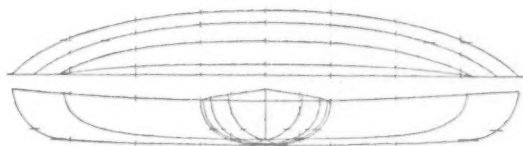
carry as much sail as would be expected for a boat of her length; probably displaced nearly a ton and carried flat rocks for ballast. I rove a set of peak halyards on her one choppy day before we put the ballast into her and was terribly seasick about half an hour afterwards.



Alvin Hurd's sloop. Scale: $\frac{1}{8}'' = 1'$

Jim Mullins, husband of one of Bobby Heard's granddaughters, bought a strip boat on Matinicus Island for \$130. She had nice lines but when he hauled her out on Fisherman's Beach at Ash Point he found some of the strips next her keel rotten and split where the nails were. It was impossible to make a satisfactory repair. One day a man offered him \$50 for her and he refused to sell. I asked him why and I can still hear him reply, 'Why, Allie, I couldn't do that, the poor dear didn't know anything

about boats and he might have gone out and drowned himself in her.' The strip boat lay on the beach for years until winter storms pounded her to pieces. It is an interesting construction. The ribs are rather light, bent, and the planking consists of square strips, in this case about $1\frac{1}{4}$ inches on a side. The first one is laid to the keel rabbet and the others are laid on top of each other above this one and nailed to each other by long slim nails passing through at least two strips and well into the center of the third. It is a very easy method of planking and makes an extremely strong hull practically free of leaks but if it is punctured or if the strips rot or split where nailed it is almost impossible to repair.

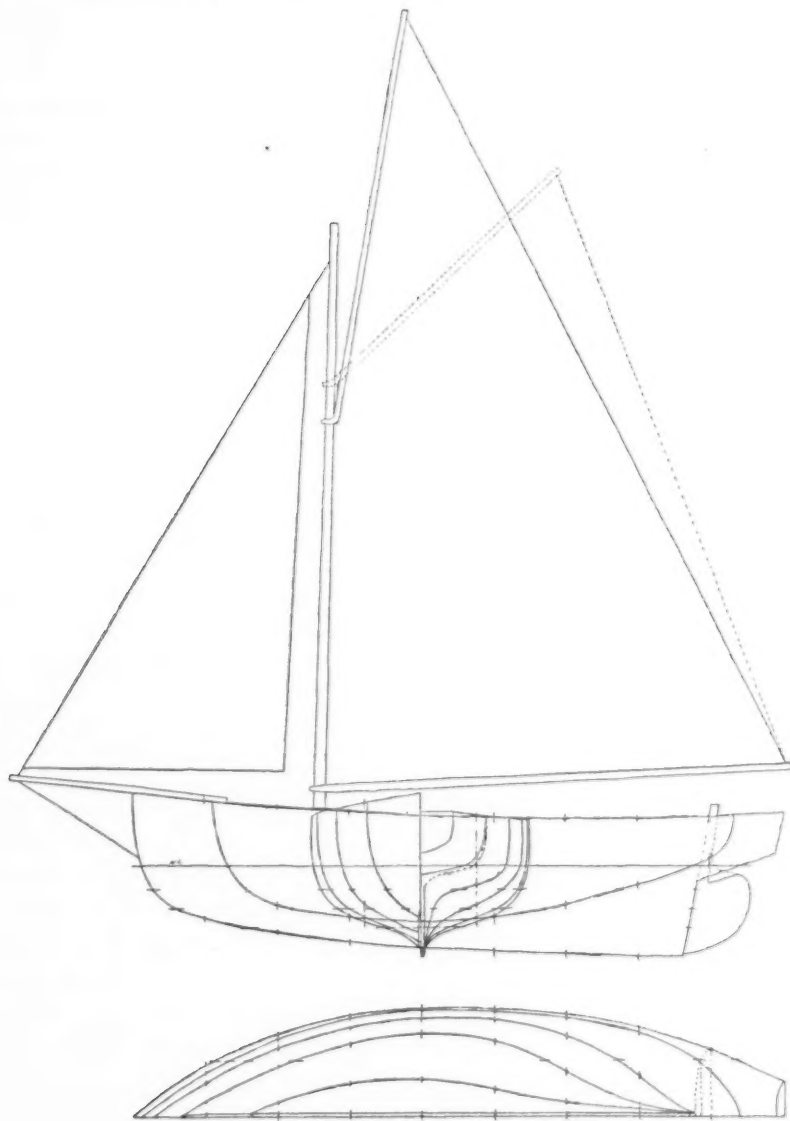


Tim Crowley's double-ender. Scale: $\frac{3}{16}'' = 1'$

Tim Crowley, Luther Hurd's son-in-law, was a little, sandy, barrel-chested Irishman, a maker of dry and sometimes rather stale jokes and a great student of the way of a ship upon the sea and of a sail in the air. For twenty years he took a living for a family of eleven from the ocean with his little sloop, first, hand lining and tub trawling, and then lobstering. He first used a wherry to go from the beach to his mooring but about 1904 he built himself a double-ender. The plans given are quite accurate. She was a smooth skin boat with bent ribs and a little smaller and with lighter planks than the average. There was no provision for sailing as he used this boat only as a tender and when it was too calm to use his sloop. Note the unusually full water-lines. Tim said, 'I want her to slide over the water, not cut through it.' I saw this boat in the process of construction and Tim explained to me just why and how he did everything. He used wheel felloes for the stems. She weighed about two hundred pounds, considerably less than the average.

Tim also owned a small sloop. The body plans given are not too accurate although they should be as I saw her hauled out several times when he painted her bottom with copper paint. This was put on the wet hull and she went right back into the water when the tide rose. She was a lap strake boat and originally had the transom mounted on the stern-post as shown by the dotted lines. After he owned her for about fifteen years he

put a couple of feet more on her stern to give a little overhang aft and a cleaner run. Builder and date of building unknown, probably prior to



Tim Crowley's sloop. Scale: $\frac{3}{16}'' = 1'$

1890. She had about two thousand pounds displacement and was very seaworthy and fast in light airs. She was equipped with a center-board and carried all ballast inside and steered with a tiller. She was decked to the

mast, about 3 feet aft and about 18 inches amidship. Sail plans are quite accurate. The dotted lines show the original sail plan and the full lines the high peaked mainsail Tim made about 1900. This improved her



Elmer Witham's big sailing wherry *Siroc*. Scale: $\frac{3}{16}'' = 1'$

speed so that Tim could haul about ten per cent more lobster pots than with the other mainsail. He had quite a system for hauling pots under sail. He used to drop the jib, start to come into the wind and drop the knife on the tiller into the comb so that she would tack, gybe and tack, hook the pot buoy aboard and start hauling. The sloop would sail herself

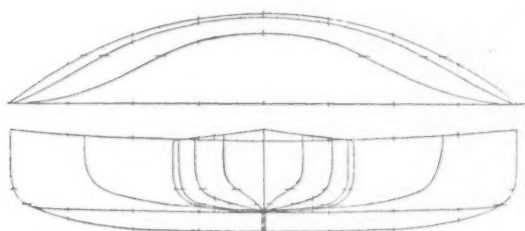
in a big circle with the pot skittering over the water after her as he hauled it in and he could just about take the lobsters out and rebait the pot in time to dump it almost in its original position. He only used the jib going to and fro between the different strings of pots. The knife on the tiller was a piece of iron perhaps $\frac{1}{8}$ -inch thick and $\frac{1}{2}$ -inch wide and 6 inches long with a prong at each end. The prongs were driven into the under side of the tiller so that the knife was about in line with its center. The comb was a piece of iron with notches about every quarter inch that would accept the knife. It was bent in the arc of a circle and had a length about equal to a third of a circumference. It was screwed to the after deck concentric with the axis the rudder swung about and set high enough above the deck so that the tiller would drop the knife into one of the notches if the steersman let go of it. It gave a quick and easy way of lashing the tiller and all the boats that steered with a tiller were equipped with it.

Elmer Witham, one of Bobby Heard's grandsons, owned the big sailing wherry *Siroc*. I have seen him jump into and out of an ordinary flour barrel. He always sang hymns when he rowed. The *Siroc* was the finest sailing wherry around there. The plans given are only fairly accurate. She was a smooth skin, center-board boat about fifteen hundred pounds displacement carrying her ballast inside as flat rocks. I don't know her builder nor when she was built but the builder was obviously the same who made George Hurd's double-ender. She was decked forward to the mast and for about 2 feet aft with washboards about 1 foot wide. Mast had no shrouds or stays and the bowsprit was unshipped when she was moored. She was very fast and able under all weather conditions and easy to row. Steered with a tiller. The dotted lines show the original sail plan and the full lines the high peaked mainsail and overlapping jib that Elmer put on her about 1902. She is shown in sailing trim.

Arthur Brown, another of Bobby's grandsons, had a slightly smaller sailing wherry. I don't remember her lines well enough to reproduce them but she was a lap strake boat and very sharp forward, so sharp that two men rowing could plunge her bow into a sea so that she would scoop up a couple of buckets of water on her forward deck and dump it onto the bow oarsman's back. Arthur and I made a suit of sails for her about the same as the final ones for the *Siroc*.

One day there was a strange double-ender hauled up on the Fisherman's Beach. When I asked questions I was told that she was a Matinicus Island double-ender and had been sailed in, twenty miles, that day. She was a new type and I studied her quite carefully and consider the lines

shown are quite accurate. She was a little shorter than our mainland double-enders and much deeper and wider with plumb stems and very hard bilges and a flat floor. She was a lap strake boat but I don't remember whether the ribs were bent or hewn. She had a 6-inch false keel running the full length of her bottom and was built to a narrow keel instead of to a wide bottom board like the mainland boats. She carried an unusually large spritsail and steered with an oar. From what the men told me this seemed to be a special type of boat developed to cope with the big seas in the unsheltered waters around Matinicus Island.



Matinicus Island double-ender. Scale: $\frac{3}{16}'' = 1'$

Freeman Ratcliff and his son Paris made a big sloop the winter before Freeman died. They never launched her, just hauled her off and blocked her up in front of the woods and a little above high tide mark. The lines are fairly accurate but the sail plan is guessed at from the lengths of the spars. She was a center-board boat with a small cabin. The clipper bow is a little unusual. This boat was equipped with a schooner wheel for steering. This wheel is one where the boat's bow turns in the direction that the bottom of the wheel moves in. The steersman stands on the lee side of the wheel so that he can look under the sails.

Freeman died the next winter and Paris finished the rowing wherry that they had started. She was the most beautiful small boat that I have ever seen, smooth skin with bent ribs and probably weighing about four hundred pounds wet. The workmanship was equal to the very finest cabinet work. She had no center-board. She is shown in typical rowing wherry trim, both draft and freeboard a little greater aft than forward.

Allie Ratcliff had the finest of the small sloops. He built her himself. He and Oliver Ratcliff had sailed her several times in races that the summer people held at Bar Harbor. Oliver said they always won if there was a good wind. She must have been very fast going to windward as he said she towed a big wave going down wind which must have held her

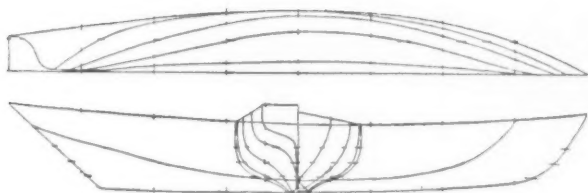
back. I can't give you her lines as I never had a chance to study her under body. I only saw it once. Oliver Ratcliff and I were sailing on to Pond



Freeman Ratcliff's last sloop. Scale: $\frac{1}{8}'' = 1'$

Island in an offshore blow in his round-sided dory and Allie was headed for Rockland close hauled under a close reefed mainsail. He came up into the wind to let us pass under his bow as it was blowing so hard we

couldn't manouver the dory. She was a keel boat, about five feet draft with a nearly plumb stem above the water merging into the keel in a quarter circle starting a little above the water-line. She had about a 12-inch false keel, shoe they called it, running the whole length of the bot-



Paris Ratcliff's rowing wherry. Scale: $\frac{3}{16}'' = 1'$

tom. Some of this may have been cast iron. I saw the whole of this. The stern-post was raked a little and she appeared to have a moderate overhang aft and a fair-sized slightly sloping transom. I should say she was about 25 feet long over-all but she was a lot bigger than Alvin Hurd's 25-foot sloop. She was a smooth skin boat with a small cabin.



Notes

NOTES ON CHAPMAN & FLINT

IN editing the autobiography of Captain Charles Everett Ranlett, 1816-1917, to be published shortly by the Penobscot Marine Museum, I compiled some notes on the old shipping firm of Chapman & Flint and its successors Flint & Company and I. F. Chapman & Company which may be of interest to students of American marine history. A good deal of this material is derived from the two volumes of Frederick C. Matthews' *American Merchant Ships*, published by the Marine Research Society of Salem.

Isaac F. Chapman was born at Damariscotta, Maine, in 1812, son of Robert Chapman, a caulker in the shipyards. Prospering in a general store in town, Isaac took in as partner his younger brother, Benjamin Flint Chapman. Their mother had died years before, and Benjamin had been brought up by an uncle named Flint. On attaining his majority he dropped the Chapman from his name, and thereafter was known as Benjamin Flint, the business being conducted under the firm name of Chapman & Flint.

In 1840 the brothers commenced building small vessels in Damariscotta; and in 1841 they built their first square-rigged vessel, the bark *Alabama* of about 300 tons, for Captain Charles Everett Ranlett, a close friend of Benjamin Flint's. This venture marked the appearance of Chapman & Flint as managing owners in the deep-water trade, and the successful voyages of this little vessel may be said to have set the firm on its feet. It was destined before the close of the century to become the most important shipping firm in the country.

In 1842 Chapman & Flint moved to Thomaston, Maine, where they had a

store and shipyard, and built ten full-rigged ships and three barks during the next two decades. Among these were the ship *I. F. Chapman*, the *Miltiades* and *Ionian*, both built for Captain Ranlett, and the extreme clipper *Oracle*, for which Captain Ranlett engaged as designer Samuel Hartt Pook and brought down John McDonald from Donald McKay's shipyard in Boston to serve as master builder for the Chapman & Flint yard. The last two vessels built here were the *Pactolus* and *St. Charles*, sister ships of 1,166 tons.

John McDonald was born in Halifax, Nova Scotia, in 1825. At the age of fifteen he came to the United States to learn the trade of shipbuilder; he was twenty-eight when he left Boston and came to Thomaston. Thereafter he served throughout his life as master builder with Chapman & Flint and Flint & Company, in Thomaston and Bath; as late as 1891 he built the bark *Pactolus* in Bath. He died in that city in 1897. He was the builder of the *Henry B. Hyde* and many other famous ships; his name is remembered as that of Bath's greatest shipbuilder.

By the 1850's Chapman & Flint had moved their shipping business to New York, with agencies in San Francisco and abroad. After the Civil War, during which the American sailing marine was badly dislocated, they emerged as the leading firm in the country to carry on with sail. In 1867 the shipyard was moved to Bath, where John McDonald built nine ships for them before the dissolution of the firm in 1880. In addition to this they managed many other vessels, and did an extensive chartering and general shipping business.

The nine Bath built ships were the *St. Lucie* of 1,264 tons, built in 1867; the *St. Nicholas* of 1,723 tons, built in 1869; the *St. John* of 1,820 tons, built in 1870; the *W. R. Grace* of 1,893 tons, built in 1873; the *St. Paul* of 1,824 tons, built in

1874; the *M. P. Grace* of 1,863 tons, built in 1875; another *Oracle* of 1,550 tons, built in 1876; the *Santa Clara* of 1,474 tons, built in 1876; and the *St. Stephen* of 1,392 tons, built in 1877.

The two Grace ships were named for William R. and Michael P. Grace, founders of the Grace Steamship Line, who then were engaged in shipping in New York under the firm name of W. R. Grace & Company, with extensive interests on the west coast of South America. Charles R. Flint, Benjamin Flint's son who had been named for Captain Rantlett, served as a partner in the Grace firm some time, while they acted as agents for Chapman & Flint in South America; the connection was close between the two firms.

Family differences between Isaac F. Chapman and his brother Benjamin Flint began to develop in 1877 over the building of the ship *St. David*, 1,536 tons, to be commanded by Captain David A. Scribner, whose sister was the second Mrs. Flint. The nature of these differences has vanished in the past, but they were sufficiently serious to break up the firm. Other ships were built under the firm name during the next three years, among them the *St. Mark* of 1,896 tons in 1877 and the *Manuel Llaguna* of 1,650 tons in 1879. But the interests of the two leading members were falling apart, and in 1880 the firm was finally dissolved.

An arrangement was made whereby the various ships then owned and managed by Chapman & Flint were shared by the two brothers. Benjamin Flint, with his two sons Charles R. and Wallace C., continued to operate under the firm name of Flint & Company; while Isaac F. Chapman and his son-in-law Albert G. Ropes operated from this time on under the name of I. F. Chapman & Company.

Both firms now had shipyards in Bath, John McDonald building for Flint & Company while Isaac F. Chapman employed his brother-in-law Samuel P. Hitchcock as master builder. Dur-

ing the 1880's the roster of ships built, owned and managed by these two great shipping houses, mostly in the San Francisco trade, covers all the well-known names of the period. These undoubtedly were the finest wooden vessels ever constructed in the United States; their names bring to mind a host of tales and memories.

Among them were the *L. Schepp* of 1,776 tons, built in Kennebunkport in 1878; the *E. B. Sutton* of 1,758 tons and the *A. J. Fuller* of 1,782 tons, built in Bath in 1881; the *I. F. Chapman* of 2,038 tons, the *John McDonald* of 2,172 tons, and the *St. Francis* of 1,898 tons, built in Bath in 1882; the *S. P. Hitchcock* of 2,178 tons and the bark *St. James* of 1,448 tons, built in Bath in 1883; the *R. D. Rice* of 2,134 tons, built in Thomaston in 1883; and the *A. G. Ropes* of 2,342 tons and *Henry B. Hyde* of 2,462 tons, built in Bath in 1884.

The latter was the largest sailing ship built in the United States up to that time, and embodied the latest advances in the shipwright's art. Her dimensions were, length 290 feet, breadth 45 feet, depth 29 feet. She was cross-braced with iron straps throughout, 45 feet long by 5 inches wide by $\frac{5}{6}$ of an inch thick. Her frames were of heavy white oak, and her yellow pine planking was 5 inches in thickness. A medium clipper of the finest model, she proved to be a fast and powerful vessel. Between 1890 and 1893 she made four passages from New York to San Francisco in 108, 108, 105, and 112 days respectively, and in 1888 she came from San Francisco to New York in 88 days.

Isaac F. Chapman died in New York in 1895, aged eighty-two years, but the business of I. F. Chapman & Company was carried on by Alfred G. Ropes until the depression of 1907-1908, when it was finally closed up. This definitely marked the end of the sailing ship era in the United States. But before this the firm of Flint & Company, which controlled a larger proportion of the latter-day

sailing ships than I. F. Chapman & Company, had taken an even more significant step towards ending the sailing ship era. In 1899, seeing the handwriting on the wall, they had sold their whole fleet of sailing ships to the California Shipping Company of San Francisco, and had established the American-Hawaiian Steamship Company in its stead.

The American-Hawaiian Steamship Company inaugurated coast-to-coast steamship service in the United States. For a while it operated through the Strait of Magellan, before the opening of the Panama Canal; and even after the opening of the Canal it used the Tehuantepec Railroad in Mexico for a considerable time to transfer its freight. Today it is one of the leading steamship organizations of the country.

Isaac F. Chapman and Benjamin Flint had a half-brother, James F. Chapman, born in Damariscotta in 1830, who also became prominent in the shipping business. He went to sea for a while, serving as master of the first ship *I. F. Chapman*, and later of the ships *St. Lucie* and *St. John*. In 1873 he went to San Francisco, forming first the firm of J. W. Grace & Company with another of the Grace brothers. In 1880 he established himself in business in San Francisco as James F. Chapman & Company, and for many years at the height of the California sailing trade represented most of the New England ship-owners on the West Coast, besides owning himself in a good many vessels. He died at Oakland in 1897.

LINCOLN COLCORD

FOUR-MASTED TOPSAIL SCHOONERS

THE four-masted topsail schooner is an uncommon rig. The only sea-going American example that I know of was the *Americana*, a 900-ton steel vessel built at Grangemouth, Scotland, by the Grangemouth & Greenock Dockyard Co. in 1892. She was intended for the Pacific Coast export lumber trade, with a capacity of 1,100,000 board feet, and was registered in Honolulu until 1900,

when she came under the American flag. On 28 February 1913, while owned by the Pacific Shipping Co. of San Francisco, the *Americana* left the Columbia River with lumber for Sydney, Australia, and went missing with all hands.

The photograph reproduced as Plate 45b was taken at San Diego about 1904, while the schooner was hauled out on the old North Island marine railway. Plate 45a is from an earlier photograph of *Americana*, showing her with an even more uncommon rig. This is much like a description of the schooner *Rimac* by 'Africanus,' a contributor to *Sea Breezes*:¹

'It was about 1896 when I saw in the Prince's Dock [Liverpool] a very curiously-rigged modern steel vessel. She was called, I think, the *Rimac* by the owners; but to all and sundry a "ruddy ermofrodite."

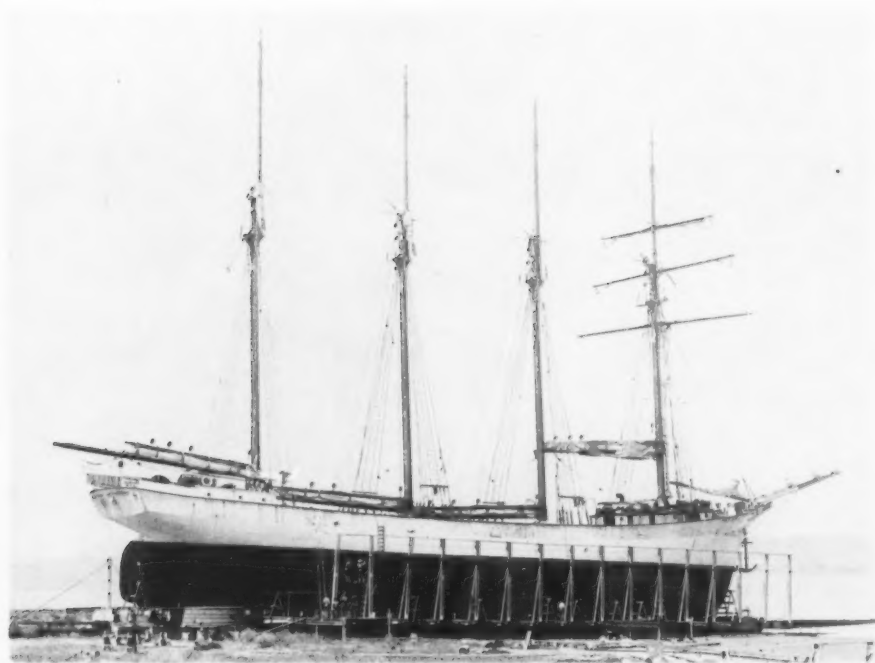
The *Rimac* was constructed on most up-to-date lines and had steam winches, topgallant forecandle, poop, amidship house and apprentices' quarters. She had a fixed "horn" jibboom and was rigged originally as a four-masted barquentine of about 1600 tons net register. After she had been tried on one or two voyages it was found that off the Horn, in the heavy seas there, she had all the objectionable and dangerous qualities of a fore-and-aft craft as well as the faults of a squarerigger. She possessed none of the good qualities of either rig and was unable to carry enough sail aloft on the fore to save her being blanketed and losing her way when in the trough of the sea.

The owners decided to re-rig the vessel, and it was whilst this was being done that I saw her. The lower and topmast (fore) of the *Rimac* were of steel and in one piece, so all the yards, including a royal, were moved to the main. The mainsail and gaff topsail were fitted on the fore with a single yard. This yard topped up and was made fast in a similar manner to that adopted by the Norwegian yachts.

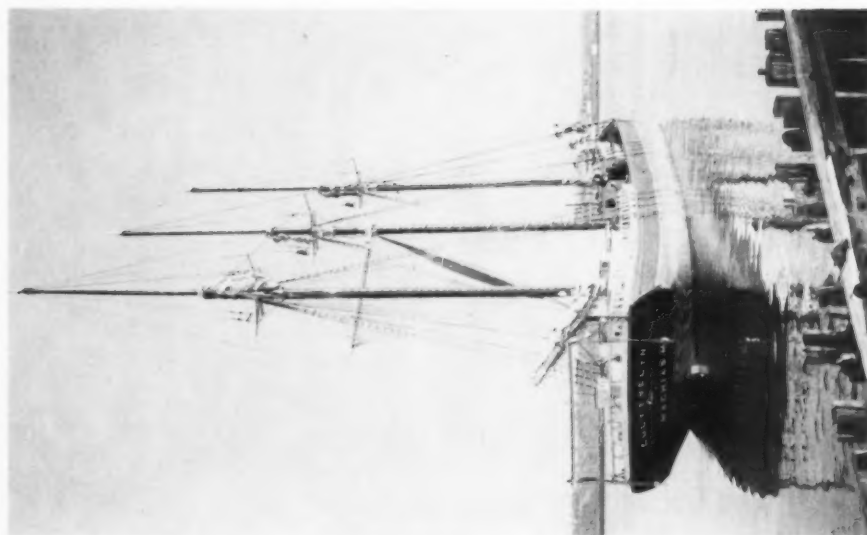
¹ XI (1929), 304-5.



Four-masted topsail schooner *Americana*



Four-masted topsail schooner *Americana* at San Diego about 1904



At Providence, R. I., 1940



At Providence, R. I., 1941

Three-masted schooner Lucy Exelbyn
Photographed by the U.S. Navy, R. I., 1940 and 1941

'I am not sure whether the mizzen mast was fitted then with yards; but I think it was rigged like a topsail schooner, i.e., with double topsails and topgallant. The spencer remained (shortened) and the gaff topsail was taken away. The fore-and-aft sails on the jigger were left.'

Rimac, actually of 858 net tons, 946 gross, was built by Reid of Port Glasgow in 1892 for Nicholson & McGill, Liverpool. Apparently neither she nor *Americana* carried yards on the mainmast for long. Photographs of *Rimac* in *Sea Breezes*,² one dated 1903, show a rig like Plate 45b, except for a slightly shorter jigger topmast and a fourth yard on the foremast.

There were probably wooden four-masted topsail schooners on the Great Lakes in the eighties; a few were built in Denmark after World War I: *Helga*, 357 tons, at Nordby, Fanö, 1920; *Svenborg*, 346 tons, at Odense, 1921; *Runehöj*, 369 tons, at Korsör in 1924. Among auxiliary sailing vessels, the Spanish naval training ship *Juan Sebastian de Elcano* of 1927 carries this rig,³ and a good many four-masted nineteenth-century steamers, of which the earliest was the *Great Western* of 1837, could be so described.

JOHN LYMAN

CORRECTION TO 'DOMESTIC LIFE ON AMERICAN SAILING SHIPS'

On plate 28 (opposite page 201) of my article in the July 1942 issue of the *NEPTUNE*, the master of the ship *Henry B. Hyde* (who sits on the bitts) is not Captain John Pendleton, but Captain Phineas Pendleton, who was called 'young Captain Phin.' There were three generations of Phineas Pendletons: 'old Captain Phin,' 'young Captain Phin' and 'Phinny.'

JOANNA C. COLCORD

² XI (1928), 167; XXIII (1938), 68.

³ Underhill, *Sailing Ship Rigs and Rigging* (Glasgow, 1938), pp. 50-1.

THE SCHOONER *Lucy Evelyn*

THE three-master *Lucy Evelyn* was launched in 1917 by Frye, Flynn & Company, Harrington, Maine, for Mr. E. C. Lindsay of Machias. Her tonnage is 374 gross, 307 net, and her dimensions 139.9 x 32.4 x 11.1 feet. Built of soft wood, and designed with the conventional raised poop and fore-peak, she is a medium-sized vessel, very similar to many other war-time schooners constructed in the United States and Canada. For some years, she has been listed under the ownership of the Machias Lumber Company, although Mr. Lindsay is still principally interested in her operation. At the present time, she is one of three three-masted coasters remaining active under the American flag in New England waters.

During some twenty-four years of service, *Lucy Evelyn* has been accompanied by a reputation for slowness and poor weatherly qualities. Such criticism would seem to be amply borne out by a review of the difficulties which she has encountered during the recent past. Nevertheless, readers should remember that despite many adversities, this vessel is still in operation while many others, built at the same time or even later, have passed from the records. The mere fact of her survival argues that she was well built and has been well operated. Therefore, after reciting her various mishaps, this article will list the runs of a successful period in her operation, in the hope of convincing the doubting reader that perhaps, after all, while she may have been unlucky, her troubles are the exception rather than the rule.

The most remarkable trip made by *Lucy Evelyn* occurred in 1933, when she took approximately one hundred days to carry a cargo from Searsport, Maine, to New York. Early in February, she left Searsport loaded with potatoes and dried fish. Striving to no avail against strong westerly winds, she was forced to put in to Southwest Harbor on 22 Feb-

ruary. She left this port several days later and again experienced severe westerlies which drove her almost all the way across the Atlantic to the vicinity of the Canary Islands. Naturally, during this time, she was unreported and on 10 March her owners expressed anxiety for her safety, a sentiment which was emphasized five days later when a general warning to be on the lookout for her was issued along the entire Atlantic coast. On 17 March, having worked her way westward assisted by trade winds, she arrived at San Juan, Porto Rico. Leaving San Juan, she met with westerly gales which again drove her almost across to Africa. On 6 April, she made port at Barbados, having lost sails and jettisoned part of her cargo. She refitted at Barbados and was finally successful in reaching New York, from which port she sailed on 10 June for Maine. Over one hundred days had elapsed since her departure from Southwest Harbor in February. Living in oilskins and frequently on short rations, her crew had fought storm after storm. Despite hardships such as few men are called upon to endure, they brought *Lucy Evelyn* into port with no material damage.

After this epic voyage, *Lucy Evelyn* did not appear in the news until 7 January 1935. On that day, bound from South Amboy, New Jersey, for Machiasport, she ran ashore at the entrance to Boothbay Harbor, losing her rudder, but sustaining no other damage. She was pulled off and towed to her destination by a Coast Guard cutter. On 30 May of the same year, when bound light from Bluehill, Maine, for Norfolk, she stranded at Assateague Anchorage, Virginia, but was floated undamaged.

Her voyages then continued without incident until 1936. In March of that year, while bound from Machias to New York with lumber, she encountered prolonged head winds and was one week overdue when, on the twenty-eighth, she was sighted off Cape Cod. Fortunately, she reported all well and, in due

course, made port without further trouble.

During the winter of 1939-1940, *Lucy Evelyn* underwent extensive repairs to her stern and poop. Rotten frames were replaced, a new deck laid and planks renewed where necessary in her deck-house and counter. This work stood her in good stead, for on 18 July 1940, she was struck by the Boston-Yarmouth steamer as she lay becalmed in a dense fog thirty miles south of Petit Manan Island. Fortunately, the blow was a glancing one on the quarter and she was not fatally damaged, although part of her stern, boat, davits and spanker-boom were carried away. She was assisted to Machiasport by the Coast Guard and again repaired.

After the 1940 season, Captain John T. Irons of Harrington, Maine, retired and in 1941, command of the vessel was given to Captain Alvin Wasson of Calais, who was formerly mate of the three-master *Rebecca R. Douglas*. The only untoward event of 1941 occurred on 3 May, at the start of her first trip. While being towed down the Machias River, she suddenly took charge and swung broadside as she was about to pass through the Machiasport-East Machias bridge. She remained in this embarrassing position, blocking river and highway traffic, until the next tide, twelve hours later.

In closing this summary of the recent past, perhaps it would not be amiss to say a word about the trade in which *Lucy Evelyn* is engaged. In general, west-bound cargoes consist of lumber, granite, fish, potatoes or scrap tin while coal comprises the eastbound load. Lumber is a good cargo to carry but is handicapped by the time required to load and discharge it. Complaining that shippers use vessels for storage rather than transportation, captains often prefer sailing light to spending two weeks or more stowing lumber. Another consideration is the fact that Maine timber cutters have offered few cargoes at tide-water during recent years. Granite, though remunera-

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Arrived	Date	Days	From	Cargo	Remarks
Providence, R. I.	15 December 1940	9	Jonesport, Me.	300 tons granite	Via Kittery, Me., and Vineyard Haven.
New York	22 December 1940	3	Providence	light	To load.
Machiasport, Me.	23 January 1941	23	New York	coal	Lay 20 days in Vineyard Haven waiting on weather. Laid up for balance of winter.
Port Reading, N. J.	4 April 1941	13	Machiasport	light	To load.
Machiasport	19 April 1941	4	Port Reading	coal	Via Vineyard Haven, 16th.
Hardwood Is., Me.	1 May 1941	1	Machiasport	light	To load granite at \$3.00 per ton.
Providence	16 May 1941	7	Hardwood Is.	granite	450 tons cargo in 6 to 10 ton pieces.
Port Reading	20 May 1941	2	Providence	light	To load.
Bass Harbor, Me.	30 May 1941	6	Port Reading	coal	At this time coal brought \$2.80 per ton.
Port Reading	11 June 1941	80 hrs.	Bass Harbor	light	To load.
Machias, Me.	25 June 1941	6	Port Reading	coal	
Perth Amboy, N. J.	15 July 1941	10	Machias	light	Via Vineyard Haven, 12th. 15-20 July in drydock for overhaul.
Jonesport, Me.	28 July 1941	6	South Amboy, N. J.	coal	
Lubec, Me.	6 August 1941	1	Jonesport	light	To load.
Carteret, N. J.	21 August 1941	10	Lubec	scrap tin	Via Vineyard Haven, 14th.
Machias	2 September 1941	6	Port Reading	coal	Passed through Vineyard Sound 29 August. 8-13 September painting and re-pairing at Machias.
Port Reading	21 September 1941	7	Machias	light	
Machias	12 October 1941	19	Port Reading	coal	Via Vineyard Haven, 30 September.
South Amboy	18 November 1941	21	Machias	light	Via Kittery, Vineyard Haven and Point Judith Breakwater.
Vinalhaven, Me.	30 November 1941	9	South Amboy	coal	Via Vineyard Haven, 28th.
Lubec	10 December 1941	1	Vinalhaven	light	To load.
Carteret	5 January 1942	17	Lubec	scrap tin	Via Winter Harbor, Bass Harbor, Rockland, Gloucester, Vineyard Haven and New Haven.
Machias	26 January 1942	8	Port Reading	coal	Via New Haven, 19th; Boothbay Harbor, 23rd.
Lubec	4 February 1942	1	Machias	light	To lay up until early March.

tive, is very hard on the vessel and therefore not a desirable cargo. Coal, of course, is the principal pay load and, in the future, such schooners as are kept running will continue to depend on it and on the need of a dozen or so remote Maine seaports for it. Until recently, coal has required only one or two days to put aboard, but in 1941, owing to strikes at the mines and various war-time exigencies, loading time has lengthened out to as much as a week. Other miscellaneous cargoes, such as fish, potatoes and scrap tin are always welcome but seldom available. In fact, under present conditions, there are so few cargoes offered that westbound vessels are usually obliged to sail light. From Maine ports, cargoes are carried to Boston, Providence, New York or New Jersey and sometimes to Norfolk. Coal originates either in Norfolk or Newport News, Virginia, or in Perth Amboy, South Amboy, or Port Reading, New Jersey.

It is unfortunate that most records of sailing ships deal only with the difficulties encountered in the course of their operation. This fact tends to make the uninitiated reader feel that such vessels are incapable of combatting the elements successfully. Actually, of course, this is not so, even in the case of a slow, rather unwieldy carrier like *Lucy Evelyn*. The reader may therefore be interested to examine a detailed tabulation of the trips made by *Lucy Evelyn* over approximately a year's time. This is not a record of what some gone and forgotten schooner accomplished twenty-five or fifty years ago. It is a brief statement of the runs made last year by a wooden sailing vessel still working her way up and down our coast, still earning a living by carrying on the great traditions of sail.¹

ROBERT H. I. GODDARD, JR.

¹ During the 1942 season, *Lucy Evelyn* completed two and one half round trips between Maine ports and New York. Then, about 9 August 1942, she was sold to the *Lucy Evelyn* Shipping Company, Incorporated, of New York, for use in trade to the West Indies. An indication of the demand for tonnage of any type can be

THE LATER HISTORY OF AMERICAN SAILING-SHIPS 'SOLD FOREIGN'

PART II

Vessels built at Bath, Maine

Europe. Bark, 365 tons, built 1835 at Bath, Maine.

Sold to Australia, 1864 [QSMO of Melbourne]. Dismantled 1890, afloat in 1899.

Macedonia. Bark, 497 tons, built 1845 at Bath, Maine.

Sold to Great Britain 1863 [MTKV of Newcastle on Tyne]. Abandoned, waterlogged, 22 October 1880 in 48° 15' N, 25° 30' W. Wind E, force 12. When ship capsized nine men taking in main lower topsail were lost. Voyage, Pensacola-Berwick, pitch pine.

Ellen Southard. Bark, 909 tons, built 1848 at Bath, Maine.

Sold to Norway — renamed *Claus Hefty*. Sold to Great Britain 1874 [wsjc of North Shields]. Stranded 19 July 1875 Newfoundland on voyage London-Quebec.

Cordelia. Bark, 727 tons, built 1849 at Bath, Maine.

Sold to Great Britain 1864 [PNJR of S. Shields]. Missing since 1 October 1878 after passing Isle of Wight on voyage Tyne-Carthagena.

Alfred Gibbs. Bark, 389 tons, built 1851 at Bath, Maine.

Sold to Norway 1877 [JWCK of Christiansand]. Out of register from 1910.

James L. Bogart. Ship, 1,324 tons, built 1851 at Bath, Maine.

Sold to Great Britain c. 1864 [WJHQ of Liverpool] and in 1867 renamed *Kent*

gained from the fact that this twenty-five-year-old vessel, which originally cost \$60,000 built of native Maine spruce, brought the astonishing sum of \$22,000. According to reports, the new owners are offering seamen \$175 per month to make the first trip, with a guarantee of an additional \$175 for each month worked, if the vessel returns from her voyage. This transfer closes a long chapter in the history of *Lucy Evelyn* and it seems unlikely that she can long survive the vicissitudes of nature and war which she will encounter in her new occupation.

- [KBRH of Liverpool]. Missing since 21 September 1876.
- Monsoon*. Bark, 678 tons, built 1851 at Bath, Maine, by Trufant & Drummond. Sold to Norway *c.* 1872 [of Kragerö]. Sold British *c.* 1880 [VFJS of Newry, Ireland]. Abandoned leaky 8 February 1881 in 49° 50' N, 9° W. Wind force 10, heavy sea. On voyage Liverpool-Payta, 1,007 tons coal.
- Sarah G. Hyde*. Ship, 1,080 tons, built 1851 at Bath, Maine. Sold to Great Britain 1864 renamed *Trowbridge* [TRQB of London]. Broken up 1896.
- Otseonthé*. Ship, 1,107 tons, built 1852 at Bath, Maine. Sold to Great Britain 1863 renamed *Southern Ocean* [VGFB of Liverpool]. Hulked 1884.
- Undaunted*. Ship, 1,371 tons, built 1853, at Bath, Maine, by Hall, Snow & Co. Condemned at Rio Janeiro September 1863 and sold to Great Britain renamed *Caprice* [WJHL of Liverpool]. Sold to Norway 1867 renamed *Halden* [of Fredrikshald]. Not traced after 1878.
- Asia*. Ship, 1,301 tons, built 1854 at Bath, Maine. Sold to India 1876 [of Bombay]. Broken up 1892.
- John Fraser*. Ship, 906 tons, built 1854, at Bath, Maine. Sold to Great Britain 1864 [TKLV of Liverpool]. Hulked 1880.
- Lombard*. Ship, 1,112 tons, built 1854 at Bath, Maine. Sold to Peru *c.* 1872 renamed *Paulina* [of Callao]. Sold to Great Britain 1877 [of Liverpool] and to Germany *c.* 1886 [NFWB of Brake]. Wrecked 1887.
- Shamrock*. Ship, 1,193 tons, built 1854 at Bath, Maine. Sold to Great Britain *c.* 1864 [VTHJ of London]. Hulked 1888.
- Felicia*. Ship, 1,243 tons, built 1855 at Bath, Maine. Sold to Great Britain 1869 renamed *Peru* [of Liverpool]. Foundered 23 January 1873 20 miles WNW Arachon. Wind force 10. On voyage Cardiff-Rio Janeiro.
- Herald*. Bark, 670 tons, built in 1855 at Bath, Maine. Sold to Sweden *c.* 1875 renamed *Alexander* [HCNP of Gothenburg]. Not in 1894 register.
- Rock Light*. Ship, 1,583 tons, built 1855 at Bath, Maine, by Trufant & Drummond. Sold to Great Britain 1865 [VNSD of Liverpool]. Missing since 11 October 1879 on voyage Philadelphia-Bristol, indian corn, 24 crew.
- Georgia*. Ship, 1,055 tons, built 1855 at Bath, Maine. Sold to Great Britain 1862 renamed *Crusader* [TSCJ of Liverpool]. Abandoned 9 September 1872 in 49° S, 45° W, whilst on voyage Callao to Cork. Crew of 21 rescued by American ship *General McClellan*.
- Independence*. Ship, 1,244 tons, built 1855 at Bath, Maine. Sold to Great Britain 1864 renamed *Sailor's Home* [TKPF of Newcastle on Tyne]. Abandoned 26 November 1872 in 46° N, 33° 37' W from Quebec to England. A Brixham schooner stood by all night and took off crew and landed them at Holyhead after rescuing twenty more on the way from another bark on 4 December in 48° N, 20° 30' W.
- Argo*. Ship, 1,070 tons, built 1856 at Bath, Maine. Sold to Great Britain 1864 renamed *Eunice Nicholas* [VTWJ of Bristol]. Abandoned, waterlogged, 10 May 1881 in 43° 26' N, 44° 13' W, gale and heavy seas. Voyage, Bristol-Quebec in ballast.
- Eliphalet Greely*. Ship, 949 tons, built 1856 at Bath, Maine. Sold to Great Britain 1865 [VGDS of Liverpool]. Sold to Germany 1878 renamed *Louisa & Augusta* [RFMC of Hamburg]. Sold to Russia 1892 renamed *Neptun* [VKBR of Wasa]. Capsized February 1898.

- J. P. Wheeler*. Ship, 928 tons, built 1856 at Bath, Maine.
Sold to Ireland 1878 [of Londonderry]. Abandoned 10 October 1878 in 47° 10' N, 30° 20' W. Wind force 10. On voyage St. John, New Brunswick-Londonderry. Crew rescued by American ship *Edward O'Brien*.
- Pocahontas*. Ship, 1,137 tons, built 1856 at Bath, Maine.
Sold to Great Britain c. 1873 [LWSJ of Newcastle]. Foundered 13 January 1879 outer roads, Tripoli, wind force 10, on voyage Genoa-Larne.
- Rochester*. Ship, 644 tons, built 1856 at Bath, Maine, by Houghton.
Sold to Great Britain 1874 [MRGK of Liverpool]. Abandoned leaky and cargo shifted 21 November 1882, 147 miles W by S½S of Lizard. Wind force 9 with heavy seas. On voyage London-Philadelphia.
- St. James*. Ship, 1,342 tons, built 1856 at Bath, Maine, by J. McDonald.
Sold to Great Britain 1874 [of Liverpool]. Abandoned 23 February 1882 in 41° 17' N, 34° 21' W with cargo shifted and bulwarks carried away by high seas, wind force 10. On voyage Huanillos-Liverpool, 1,964 tons guano, 22 crew.
- William Cummings*. Bark, 946 tons, built 1856 at Bath, Maine.
Sold to Great Britain c. 1876 renamed *Georgia* [NSPH of Newcastle on Tyne]. Sold to Portugal 1880.
- Zulueta*. Ship, 1,269 tons, built 1856 at Bath, Maine.
Sold to Great Britain 1863 renamed *Western Ocean* [VGFS of Liverpool]. In 1863 arrived Melbourne from Liverpool in 102 days and in 1866 in 112 days. Sold to Spain c. 1888 and broken up 1890.
- Augustus*. Bark, 784 tons, built 1857 at Bath, Maine.
Sold to Norway c. 1876 renamed *Superior* [HLQS of Tönsberg]. Wrecked July 1893.
- Emily Augusta*. Ship, 1,279 tons, built 1857 at Bath, Maine.
Sold to Great Britain 1865 [NMGB of Liverpool]. Abandoned 9 October 1877 waterlogged, in 40° 49' N, 60° 35' W, wind force 10, on voyage St. John, New Brunswick-Liverpool.
- Union*. Ship, 1,116 tons, built 1857 at Bath, Maine.
Sold to Great Britain c. 1868 [of South Shields]. Abandoned 7 February 1873 in 32° 46' N, 75° 15' W, wind force 10, on voyage Pensacola-London.
- Ella*. Ship, 1,084 tons, built 1858 at Bath, Maine.
Sold British 1867 renamed *Emmanuele* [VHRQ of Malta]. Sold to Austria 1885 renamed *Cardiff* [HDKJ of Trieste]. Foundered 1891.
- Frank Boulton*. Ship, 1,068 tons, built 1858 at Bath, Maine.
Sold to Great Britain 1864 renamed *Koomar* [WRQL of London]. Missing since 5 November 1881 on voyage Quebec-Plymouth, timber.
- De Soto*. Ship, 973 tons, built 1858 at Bath, Maine.
Sold to Great Britain 1863 renamed *Leamington* [VGCW of Liverpool]. Missing since 5 March 1883 on voyage Pensacola-Liverpool, pitch pine.
- National*. Ship, 1,187 tons, built 1858 at Bath, Maine.
Sold to Great Britain 1867 renamed *Blackwall* [WGSB of London]. Towed into Waratah Bay, New Zealand, dismantled 16 June 1882 and hulked. Drifted ashore September 1923 at Wellington, New Zealand, and broke up.
- Visurgis*. Ship, 1,001 tons, built 1858 at Bath, Maine.
Sold to Great Britain 1863 renamed *St. Hilda* [VNGF of London]. Foundered 3 April 1879 in 45° N, 35° W. Wind force 9. On voyage Bristol-St. John, New Brunswick, coal, 18 crew.
- Onward*. Bark, 588 tons, built 1859 at Bath, Maine.
Sold to Great Britain c. 1874 [of Newcastle]. Abandoned 8 September 1878 in 44° 12' N, 40° 16' W, wind force 12,

- on voyage Barcelona-Miramichi, in ballast.
- Thomas Harward*. Ship, 1,236 tons, built 1859 at Bath, Maine.
Sold to Great Britain 1874 renamed *Ardenlea* [wsdc of Greenock]. Stranded 22 November 1881 Kirkfindlay Cove near Toward Point, Clyde. Wind force 10. On voyage Greenock-Cardiff in ballast. Broken up 1882.
- Villa Franca*. Ship, 1,031 tons, built 1859 at Bath, Maine.
Sold to Great Britain 1873 [wspq of London]. Stranded 13 October 1879 2 miles West of Sheringham, Norfolk, on voyage Shields-Carthagena, coal, etc.
- H. V. Baxter*. Ship, 1,226 tons, built 1860 at Bath, Maine.
Sold to Great Britain 1864 renamed *Western Belle* [vwjc of Greenock]. Foundered 1 May 1882 after contact with ice in 45° N, 47° W. On voyage Greenock-Quebec, coal.
- Prince of Wales*. Ship, 1,178 tons, built 1860 at Bath, Maine, by L. H. McLellan.
Sold to Great Britain 1864 renamed *Abbotsford* [vpkc of Liverpool]. Arrived Liverpool 27 January 1875 from Demerara. On 27 December had main and fore topsail yards carried away and met heavy gales 18-25 bulwarks carried away both sides, lost jibboom and fore topgallant mast. Sold to Argentine 1888 [of Buenos Ayres]. Spoken 25 March 1890 in 32° N, 45° W, had been in NW hurricane 12/13 February in 32° N, 52° W, lost deckload, damaged stern and making water. When spoken was 43 days out from Pensacola for Rio Janeiro. Hulked 1892.
- S. W. Pike*. Bark, 544 tons, built 1860 at Bath, Maine, by D. Morton.
Sold to Germany before 1864 renamed *G. R. Mosle* [of Bremen]. Sold to Norway c. 1875 renamed *Actie* [jgvp of Eggersund]. Burnt by submarine 29 September 1915 in Baltic.
- White Mountain*. Ship, 1,129 tons, built 1861 at Bath, Maine.
Sold to Belgium c. 1876 renamed *Don Juan* [MBFN of Ostend]. Sold to France c. 1888 renamed *Emil Postel* [JCBV of Cherbourg]; later renamed *O. J. Berg*. Sold to Norway c. 1893 renamed *Nordstrand* [HJWC of Tönsberg]. Out of register by 1904.
- Sabino*. Ship, 1,260 tons, built 1862 at Bath, Maine, by G. F. Patten & Son.
Sold to Norway 1882 [HKVC of Tönsberg]. Stranded 31 January 1888 Tortugog on voyage Pensacola-Buenos Ayres, refloated. Condemned 1891 and hulked.
- Vancouver*. Bark, 1,065 tons, built 1862 at Bath, Maine.
Sold to Great Britain 1864 [vwlc of Liverpool]. Shipped a heavy sea, losing a man 13 February 1884 in 44° N, 31° W, wind force 11, on voyage St. John, New Brunswick - Liverpool. Stranded 14 November 1886 Manicouagon shoals, Canada, on voyage Quebec-Londonderry.
- Cherokee*. Ship, 1,284 tons, built 1863 at Bath, Maine, by Davenport & Co.
Sold to Great Britain 1874 renamed *Goshawk* [vwfj of Aberdeen]. Foundered 20 December 1880 near Manacles, Cornwall, wind force 9, on voyage Dundee-New Orleans.
- America*. Ship, 1,220 tons, built 1864 at Bath, Maine, by J. Rideout.
Sold to Germany c. 1876 [of Hamburg]. Sold to Russia 1880 renamed *Gustaf Adolf* [of Uleaborg]. Sold to Norway 1886 [of Christiania]. Stranded 18 May 1887 off Cardiff, bound for Montevideo, coal.
- Anna Camp*. Ship, 1,234 tons, built 1864 at Bath, Maine, by W. & J. Drummond.
Sold to Norway 1884 [JGKV of Flekkefjord]. Sold to France 1902 and broken up.
- Lucy Melville*. Ship, 1,213 tons, built 1864 at Bath, Maine.
Sold to Great Britain 1865 renamed *David Malcolmson* [WJGF of Liverpool]. Wrecked 1880.

- Intrepid*. Ship, 1,126 tons, built 1864 at Bath, Maine, by E. & A. Sewall. Sold to Germany previous 1886 renamed *Hedwig* [QDCK of Bremen]. Sold to Sweden 1888 renamed *Sally* [HTJM of Stockholm]. Missing since September 1898.
- Mary Russell*. Bark, 786 tons, built 1864 at Bath, Maine. Sold to Great Britain 1876 renamed *Savannah* [PBRG of Newcastle on Tyne]. Stranded 4 January 1879 Beaudae, 30 miles NW of Marseilles.
- Pleiades*. Ship, 1,219 tons, built 1864 at Bath, Maine, by J. P. Morse & Co. Sold to Chili previous 1886 renamed *Laura Rosalia* [HBTR of Valparaiso] 1893 renamed *Llanquihue* [HBTR of Puerto Montt]. Not traced after 1898.
- Tennyson*. Ship, 1,251 tons, built 1864 at Bath, Maine, by Sewall. Sold to Great Britain [WLNC of Liverpool]. Sold to Germany 1875 renamed *Deutschland* [QDBL of Bremen]. Dismantled October 1890 and converted to schooner barge [KLBP of New York].
- St. Joseph*. Ship 1,258 tons, built 1865 at Bath, Maine, by Hitchcock, Adams & Co. Sold to Ireland 1886 [of Dublin]. Dismantled 1896.
- Ukraine*. Bark, 729 tons, built 1865 at Bath, Maine, by Mallett & Melcher. Sold to Austria c. 1885 [HSTM of Lusinpico] and to Turkey 1894 renamed *Loutfi Huda* [of Constantinople]. Not traced after 1904.
- William M. Reed*. Ship, 1,236 tons, built 1867 at Bath, Maine, by F. & E. Reed. Sold to Germany 1882 renamed *Johann Friedrich* [QDHC of Bremen]. Abandoned at sea 10 February 1899 leaking, on voyage London-Philadelphia.
- Ellen Goodspeed*. Ship, 1,262 tons, built 1868 at Bath, Maine, by F. & E. Reed. Sold to Germany 1888 renamed *Lizzie & Eugenie* [of Hamburg]. Sold to Norway 1890 renamed *Elisabeth* [HJWF of Christiania]. Broken up 1908.
- Geo. M. Adams*. Ship, 1,241 tons, built 1868 at Bath, Maine, by J. P. Morse & Co. Sold to Germany 1886 renamed *Helene* [QDHC of Bremen]. Lost February 1902.
- Hercules*. Ship, 1,279 tons, built 1868 at Bath, Maine, by W. Rogers. Sold to Norway 1886 [HQML of Skien]. Wrecked 27 September 1906, Gulfport.
- Hermon*. Ship, 1,316 tons, built 1868 at Bath, Maine. Sold to Germany 1880 renamed *Hugo* [of Geestemunde]. Abandoned on fire 8 August 1881 in 41° 49' S, 86° 7' W.
- Riverside*. Ship, 1,173 tons, built 1868 at Bath, Maine, by W. V. Moses & Sons. Sold to Norway 1893 [WBMJ of Stavanger]. Missing since March 1899.
- Genevieve Strickland*. Ship, 1,301 tons, built 1869 at Bath, Maine, by W. V. Moses & Sons. Sold to Germany 1880 renamed *Camelia* [QDKF of Bremen]. Abandoned at sea 1902.
- J. A. Thompson*. Ship, 1,344 tons, built 1869 at Bath, Maine, by A. Hathorn. Sold to Germany 1886 renamed *Margaretha* [QDPC of Bremerhaven]. Sold to Norway 1902 [HBTC of Frederikstad]. Sold to Sweden 1913 renamed *Greta* [JTHM of Simrishamn]. Burnt by submarine or mined 17 October 1916 in Skagerrack.
- Tabor*. Ship 1,305 tons, built 1869 at Bath, Maine, by E. & A. Sewall. Sold to Germany c. 1883 renamed *Carl* [KRBC of Geestemunde]. Sold to Norway 1892 renamed *Samhold* [JHWC of Stavanger]. Not traced after 1895.
- Johann Ludwig*. Bark, 749 tons, built 1870 at Bath, Maine, by Goss & Sawyer. Sold to Germany 1877 [QCSF of Bremen] and to Norway 1888 [of Christiania]. Condemned 1894.
- North Star*. Ship, 1,374 tons, built 1871 at Bath, Maine, by W. V. Moses & Son. Sold to Germany c. 1886 renamed *Wilhelm* [QDHB of Bremen]. Sold to Italy 1899 renamed *Vega* [SQGF of Genoa]. Broken up June 1907.

Almira Robinson. Ship, 1,197 tons, built 1874 at Bath, Maine, by A. Lemont. Sold to Norway c. 1886 renamed *Drot* [JHDP of Stavanger]. Abandoned August 1899.

Leading Wind. Ship, 1,159 tons, built 1874 at Bath, Maine, by Goss & Sawyer.

'Lost' by fire January 1891, sold locally New Zealand. Sold to Norway 1893 renamed *Fjord* [HPTQ of Tönsberg]. Reduced to a lighter 1911.

Astoria. Ship, 1,335 tons, built 1875 at Bath, Maine, by Goss & Sawyer.

Sold to Great Britain 1887 [KMWL of London]. Abandoned 29 August 1893 twenty miles ESE of Charlestown, U. S., wind force 9, on voyage Pensacola-Queenstown. Derelict picked up, towed in and condemned.

J. W. Marr. Ship, 1,191 tons, built 1875 at Bath, Maine, by D. O. Blaisdell.

Sold to Norway 1895 renamed *Atlas* [of Stavanger]. Stranded October 1896 Table Bay on voyage Rangoon-English Channel, timber, 25 crew.

Alameda. Ship, 1,400 tons, built 1876 at Bath, Maine, by Goss & Sawyer.

Sold to Australia 1893 [of Sydney, New South Wales]. Condemned October 1895 after collision and hulked.

Josephine (whaler). Bark, 365 tons, built 1877 at Bath, Maine, by Goss & Sawyer.

Sold to Chili c. 1911 [HBQB of Valparaíso]. Foundered July 1918.

Kepler. Bark, 758 tons, built 1877 at Bath, Maine, by Goss & Sawyer.

Sold to Germany 1882 [QPBK of Bremen]. Foundered 19 September 1889 in typhoon between Singapore and Hongkong.

Dakota. Ship, 1,230 tons, built 1881 at Bath, Maine, by W. Rogers.

Sold to Germany 1885 [QBHT of Bremerhaven]. Stranded and lost 31 January 1888 at Lemvig, Denmark, on voyage Hamburg-Christianiana.

Jacob E. Ridgway. Ship, 1,720 tons, built 1881 at Bath, Maine, by Goss & Sawyer.

Sold to Germany 1893 renamed *Eben-*

ezer [KRGF of Geestemunde]. Condemned January 1901 sold and renamed *Vertrauen* [of Oldersum]. Sold to Italy 1903 renamed *Trieste* [SNPD of Genoa]. Sold to France 1910 renamed *Nantes* [KJHW] for pilotage and customs service at Constantinople. Foundered December 1913.

Kremlin. Bark, 699 tons, built 1890 at Bath, Maine, by W. Rogers. Sold to France 1919 renamed *Craonne* [of La Rochelle] and 1921 renamed *Henri Garrigues* [OIXH of La Rochelle]. Broken up 1924.

DANIEL R. BOLT

PITZ PAPERS IN THE BURTON HISTORICAL COLLECTION, DETROIT PUBLIC LIBRARY

HERBERT PITZ of Manitowac, Wisconsin, city of shipping and shipbuilding, had a hobby which, had he lived, would have added greatly to the pictorial history of ships. After his death in 1936, Mr. Pitz's mother, Mrs. Phillip Pitz, presented his papers to the Burton Historical Collection of the Detroit Public Library. The group consists of three large loose leaf scrap-books with manuscript descriptions and photographs of vessels.

Volume I contains ninety-two pictures approximately 6 x 10, devoted entirely to the Great Lakes. Among them are several fine pictures of the Great Lakes three-masted schooners, and a rare picture of the U.S.S. *Michigan* later renamed *Wolverine*. Most of volume I, however, consists of the steam vessels of a later period, the 1855 Sault Ste. Marie locks, passenger vessels, freighters, car ferries, and information about owners, captains, construction, etc.

Volume II, with ninety-six pictures, depicts salt water vessels of the United States, Great Britain, France, Germany, China, Japan, Russia, and Spain. On page three of this volume is a splendid picture, 9 x 14, of Donald McKay's clipper *Great Republic*, as she was rebuilt after the fire which had partially destroyed her in New York. This picture

(similar to one reproduced in Howe and Matthews, *American Clipper Ships*, I, plate following 256) seems to be the answer to several controversial details, among them the fourth or spanker mast. Hall's report, page ninety-two, states 'The Great Republic never sailed as a four master except to New York City for a cargo.' It is also to be noted her topmasts are fidded on the fore side of the lower mast-heads and not on the after side. Duncan McLean's description of the *Great Republic* (1853), page nineteen, also states 'The Topmasts are fidded before the heads of the lower masts, the lower Topsails set upon the heels of the Topmasts between the tops and the caps.' This of course refers to her original construction. It would appear from the picture that the length of the spanker topmast exceeds the length of 40 feet, recorded as the original length.

Volume III, with seventy-four pictures, is devoted to shipwrecks on the Great Lakes and at sea. There are letters, extracts from various sources, and descriptions giving date of loss, crew, lives lost, and miscellaneous information. In addition to the three scrap-books there are a few letters, clippings, and memoranda of general information.

The Burton Historical Collection also has several thousand items about early shipping on the Great Lakes. These include manifests, clearance papers, inspectors' reports, and instructions from Washington to local customs officials, ca. 1789-1860.

A complete catalogue of the deposit is not available at this time but information will be gladly supplied on request.

H. W. POTTER

LARGEST AMERICAN-BUILT BARK

THE statement in volume two of Matthews' *American Merchant Ships* that the bark *Guy C. Goss*¹ was the largest bark ever built in America was probably tak-

¹ Lincoln Colcord, 'A Jury Rudder for the Bark *Guy C. Goss*,' *The American Neptune*, II (1942), 65.

en from a contemporary account of her launching, and therefore holds good only up to 1879. At least two larger wooden barks were built later, as the following figures will show:

Bark *Guy C. Goss*, built by Goss & Sawyer, Bath, 1879, for W. H. Besse. Tonnage 1,572 gross, 1,524 net. Dimensions 213.9 x 39.8 x 24.4 feet.

Bark *William W. Crapo*, built by Goss & Sawyer, Bath, 1880, for W. H. Besse. Tonnage 1,647 gross, 1,572 net. Dimensions 215.0 x 41.8 x 24.0 feet.

Bark *Pactolus*, built by John McDonald, Bath, 1891, for Flint & Co. Tonnage 1,668 gross, 1,585 net. Dimensions 223.7 x 41.2 x 24.0 feet.

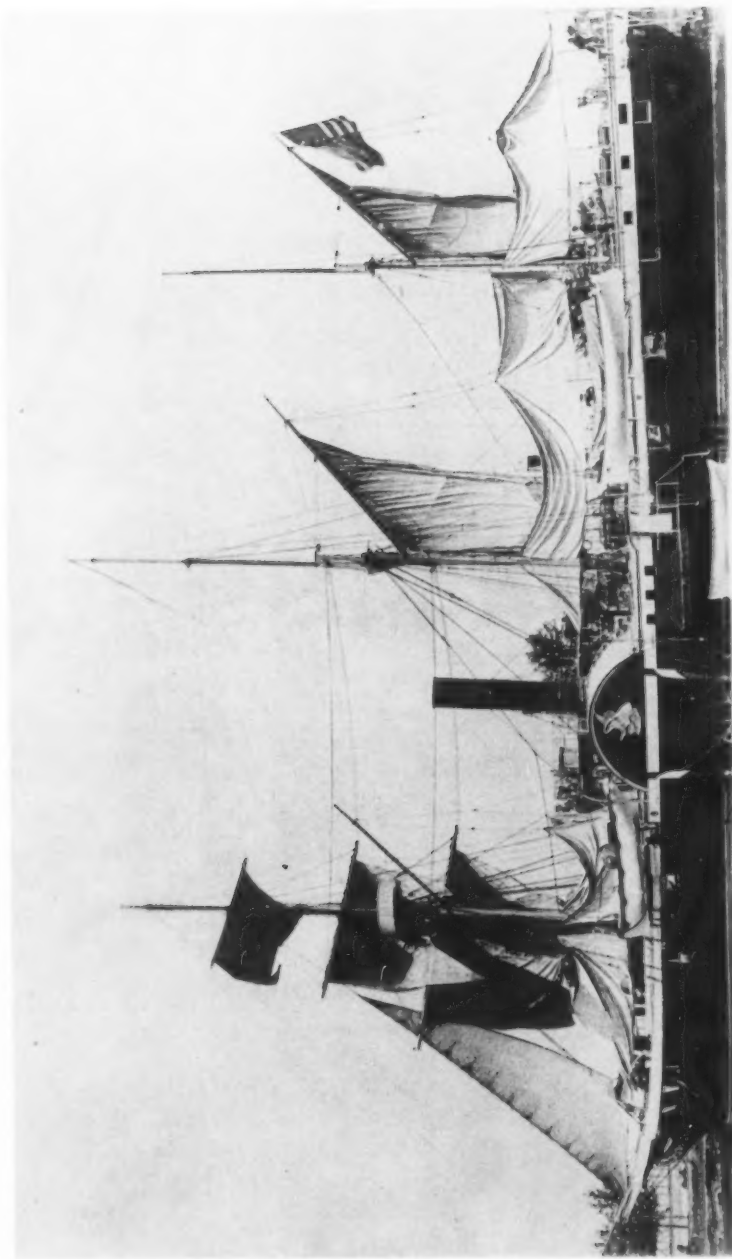
JOHN LYMAN

THE MALCOLM STORER COLLECTION OF NAVAL MEDALS

DR. MALCOLM STORER of Boston, Massachusetts, was for many years the leading authority in New England on coins and medals. He had held various numismatic offices, including the presidency of the Boston Numismatic Society and the curatorship of coins and medals in the Massachusetts Historical Society. His greatest interest lay in medals relating to the sea and especially to naval operations and personalities. Of these he had assembled during his lifetime a remarkably comprehensive collection of over 1,200 pieces in all metals covering maritime events from the pre-Christian era to present times.

Dying in 1935 Dr. Storer bequeathed this entire collection to the United States Naval Academy together with \$500 to cover the expense of installation as a permanent exhibit in the Academy Museum.

President Roosevelt expressed much pleasure on learning of this public-spirited generosity and the Secretary of the Navy was also highly appreciative. With such interest shown in high government circles, the Congressional action necessary to accept the bequest came promptly, and the following Act

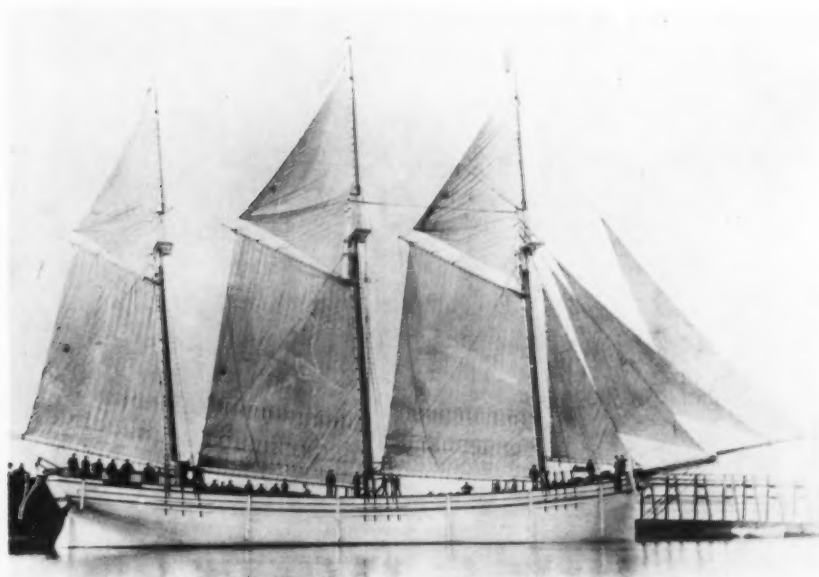


U.S.S. *Michigan*, Great Lakes gunboat, the first iron ship of U. S. Navy
 685 tons, 164 feet 11 inches x 27 feet x 9 feet. Fabricated in Pittsburgh, Pennsylvania, by Stackhouse
 and Tomlinson; parts conveyed to Erie, Pennsylvania, by ox team, and there built and launched
 1843. Renamed *Wolverine* in 1905. In active service until 1923. Scrapped 1942.
An early photograph in the Pitz Collection, Volume I, page 8, Detroit Public Library



Great Lakes schooner *J. B. Newland*, built of oak at Manitowac, Wisconsin, 1870, by Henderson. 157 gross tons, 149 net tons, 111 feet x 26 feet x 8 feet

Photograph, showing typical raffee topsail, in the Pitz Collection, Volume I, page 22, Detroit Public Library



Great Lakes schooner *G. J. Boyce*, built of oak at Manitowac, Wisconsin, 1884, by Rand and Burger. 319 gross tons, 303 net tons, 136 feet 9 inches x 30 feet x 10 feet 3 inches

Photograph in the Pitz Collection, Volume I, page 45, Detroit Public Library

of Congress was passed and approved by the President:

(PUBLIC — NO. 203 — 74TH CONGRESS)
(S. 2378)

Authorizing the Secretary of the Navy to accept on behalf of the United States a bequest of certain personal property of the late Doctor Malcolm Storer, of Boston, Massachusetts.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the Secretary of the Navy be, and he is hereby, authorized to accept on behalf of the United States, without cost to the United States, a bequest of personal property, provided in the will of the late Doctor Malcolm Storer, of Boston, Massachusetts, consisting of a collection of naval medals, together with the sum of \$500 to be used to cover the expense of the installation of said collection of naval medals as an exhibit at the United States Naval Academy.

APPROVED July 12, 1935

After considerable study as how best to exhibit this collection, the Naval Academy Committee on Memorials and Exhibits decided on the method of stands bearing swinging frames with pierced panels, the medals being set in the openings so that both obverses and reverses are visible.

The collection includes many Roman pieces, among which is an interesting one of Anthony and Cleopatra. There are several medals commemorating the

victory of Lepanto by Don Juan of Austria in 1571 and a number relating to the suppression of piracy in that century. There are also numerous Dutch pieces of about the same time portraying the struggle of the United Provinces for independence.

Dr. Storer had many French medals particularly of the reigns of Louis XIV and XV. England is well represented during the eighteenth and nineteenth centuries especially by a great number of pieces relating to Admiral Nelson and a superb series of Admiral Vernon medals of which Dr. Storer's collection was perhaps the best in the country. The greater part of the German pieces relate to German naval activities, particularly submarine, during the Great War.

In the American section are a large number of medals of Columbus most of these having been issued in connection with the Chicago World's Fair Exposition in 1892. The War of 1812 is well represented and there are a great number of pieces relating to Admiral Dewey and the Spanish American War of 1898. The Civil War pieces are not numerous.

Numismatists as well as those interested in naval affairs owe a debt of gratitude to Dr. Storer for bequeathing this remarkable collection to the nation as well as thanks to the Naval Academy for the excellent way in which it is displayed. To quote Admiral Sellers, who was superintendent of the Naval Academy at the time the collection was set up, 'It makes a most effective exhibition and one in which we take great pride.'

SHEPARD POND

Documents

A CONTRACT TO BUILD A SLOOP IN 1694

[New Hampshire Provincial Deeds, VI, 51,
at the New Hampshire Historical Society,
Concord, New Hampshire.]

ARTICLES of agreement had made and concluded by & between Capt Benjamin Bullard of Barbados Merchant & Mr Jno Chevalier alias Knight of Portsmouth in the Province of New Hampshire in New England Merchant Witnesseth Viz That he the said Jno Chevalier alias Knight doth by these presents covenant promise & ingage to erect set up & build or cause to be erected set up & builded a good substantiall sloop according to the demensions following for the sd Capt Benja Bullard for accott of Mr Christopher Terry of Barbados Mercht to say fortie one foot by the keele from the after part of ye sternpost to ye breach of ye sweep of the stem & to have thirteen foot Rake forwd and sixteen foot nine inches by the beam in bredth & seven feete & half deep in the hold & to have two wales of a side each wale to be eight inches deep the floor to be eight foot & half & ten inches dead rissing and to have a twelve foot transom & a rise abaft from the main deck to the quarter deck of two foott and a rise forward of one foott and two foott and half deep in the weste with a good Gunnill wale. moreover to have four Ports of a side in the waste on each side and to build a good Longboat sutable for such a Vessel All which sd Sloop & boats to be built of good sound seasoned white oake timber and plank except where Pine may be more conven-

ient with a handsome head to sd Sloop all to be finished to a cleat and Launched into channell at or before the last day of September next: And Capt Benja Bullard for his part in behalfe of Mr Christopher Terry aforesaid to pay the sd Chevalier alias Knight or cause to be payd fiftie five shillings pr tonn for each tonn and so for every such tonn sd sloop shall measure according to the Custom of shipwrites to say half the ships breadth to measure for depth and divide by the number ninety-five and find all iron worke Pitch Tarr & Ockum or to pay the sd Chevalier for the same and for ye true performance the sd Jno Chevalier alias Knight for himselfe his heires Executors and Administrators and Capt Benja Bullard in the behalf of Mr Christopher Terry his heires Executors and Administrators doe by these presents bind themselves & everie of them each to the other in the Penalty & forfeiture of three hundred Pounds currt money of New England to be payd by the failing party to the observing parties: In testimony whereof they have to these Agreements Enterchangeably Putt their hands & seales this twelfth day of June 1694 & in the sixth year of the Reign of our Sovereign Ld & Lady Wm & Mary King and Queen over England Scotland France and Ireland, Defenders of the Faith & it is alsoe intended and agreed altho the words left out that Capston Rudder and windlass is to be put to the sd Sloop by the builders at their or Mr Knights Cost and charge.

Dated June 13, 1694
Ack before Thos Packer J of P

Wit
Wm. Pittman
Henry Crowne

Contributed by George A. Nelson.

News

MARINE HISTORICAL ASSOCIATION, INC.

Mystic, Connecticut. The annual meeting of the Association was held on Saturday, 27 June 1942. Philip R. Mallory presided, and Walter Muir Whitehill spoke on the function of marine museums. The whale ship *Charles W. Morgan*, now permanently installed at the Museum, was open for inspection. The fine appearance of the ship is due almost entirely to Mr. Cutler and volunteer workers, as the war has prevented the employment of skilled labor in the work of restoration.

PEABODY MUSEUM

Salem, Massachusetts. Early in July the Trustees undertook the restoration of East India Marine Hall, built in 1824 by the East India Marine Society to house its museum, which has since 1867 been disfigured by crowded cases and galleries containing zoological material. The natural history collections have been restricted to local Essex County material, and these have now been installed in the new exhibition rooms that were completed last spring. This has made it possible to clear out East India Marine Hall—a magnificent room one hundred feet long and thirty-five feet wide—and restore it for the exhibition of maritime material. The work is progressing rapidly, and will be completed before the end of the year. This hall will provide an admirable setting for the Museum's figureheads and ship pictures. The Marine Room, on the ground floor of the Museum, is being refitted for temporary exhibitions.

A meeting of the Peabody Museum Marine Associates was held on 27 July.

Mr. James Duncan Phillips read the paper on Salem Shipbuilding before 1812, which is printed in this issue of the NEPTUNE.

PENOBSCOT MARINE MUSEUM

Searsport, Maine. The fourth publication of the Museum, *Master Mariner of Maine, Being the Reminiscences of Charles Everett Ranlett, 1816-1917*, appeared as this issue went to press, and will be reviewed in the January 1943 NEPTUNE. It is a most readable account of the activities of a distinguished Maine shipmaster, edited by his grandson, L. Felix Ranlett of Bangor, with notes by Lincoln Colcord. The book, which sells for \$5.00, is published for the Museum by the Southworth-Anthoensen Press, Portland, Maine.

STEAMSHIP HISTORICAL SOCIETY

Salem, Massachusetts. At the annual meeting of the Society, which was held at the Peabody Museum on Saturday and Sunday, 22-23 August, it was voted to issue as a second number in the Society's Reprint Series Charles H. Dow's *History of Steam Navigation between New York and Providence* (New York, 1877). This reprint will be offered for sale before the end of the year.

NOTES ON CONTRIBUTORS TO THE AMERICAN NEPTUNE

Lieutenant John Haskell Kemble, U.S.N.R., is now attached to the Office of Naval Records and Library, Navy Department.

Alfred A. Brooks of Wellsville, New York, was well acquainted with the boatbuilders and fishermen of Ash Point, Maine, in the early years of this century, and studied their boats with such care that he has been able to contribute a detailed account of them to the NEPTUNE.



Book Reviews

CAPTAIN DUDLEY W. KNOX, U.S.N. (Ret.), Editor, *Naval Documents Related to the United States Wars with the Barbary Powers*. Volume III, Naval Operations, September 1803 through March 1804. (Washington: Government Printing Office, 1941). 6" x 9", cloth. viii + 639 pages, illustrated, maps, index. \$4.00.

In 1935 the Office of Naval Records and Library, United States Navy Department, instituted a series of publications which eventually will be a complete documentary history of naval operations from 1775 through the War of 1812. So far seven volumes covering the Quasi-War with France (1797-1801) and three volumes dealing with the Barbary Wars (from their beginning through March 1804) have been published.

All of these volumes are similar in organization and so even has the standard of content been maintained that what one says of a single volume is equally applicable to all. Each contains in chronological order a catholic selection of official documents; extracts from logs, diaries, and contemporary newspapers; reports of diplomatic officials in foreign lands; letters from participants in the events, officers, consuls, seamen, naval agents, etc. These have been drawn not only from the Navy Department's own archives but also from libraries, historical societies, and private collections at home and abroad. A test checking of the accuracy of the transcriptions and the proof-reading shows practical perfection.

In the main the materials published deal with the operations of the navy and such semi-official men-of-war as privateers and letters of marque, but along with this class, there is considerable on the diplomatic and political aspects of both wars. These make the series indispensable to the general historian of the period be he working from an economic, political, or military viewpoint as well as to the specialist on naval history. The balance of the content has been so carefully maintained that in the opinion of this reviewer only one segment has been omitted almost entirely and one other slighted. The first is the personal side of our early naval life; that is, the impact of shipboard life on the individual, something that probably could be gained in part from the unofficial letters of officers and men, many of which are included but with the personal comments largely represented by dashes. The second is the materiel phase. Perhaps this, however, is being reserved for one or two volumes to be specifically devoted to that subject alone.

The format of each volume is superior to any other piece of printing the reviewer has seen from the Government Printing Office. The paper is excellent; the typography good; the binding substantial. The index deserves particular commendation: without a good one, a work of this type is almost worthless. Each index so far published is superlatively well made. The Office of Naval Records and Library is to be congratulated for the high standard of scholarship it has set and consistently maintained; the student should give thanks that so much of his essential spade-work has been done for him.

M. V. BREWINGTON

CECIL HUNT, *The Gallant Little Campeador* (London: Methuen & Co., 2nd ed. 1941). 72 pages, illustrated. 4s.

JOHN FERNALD, *Destroyer from America* (London: Jonathan Cape, 1942). 127 pages, illustrated by John Worsley. 7s 6d.

The paper shortage in Britain has had one happy effect on literature. Instead of the large-calibre and often double-barreled books on naval history that issued from the English presses in peace-time, we are having many small books, well and competently written, which are as full of punch as a 20-mm. gun. These two are excellent examples of the class.

Campeador V was a beautiful diesel-powered motor yacht, 126 feet over-all, designed by Norman Hart and built at Dartmouth in 1938. Her owner, a well-known sailing yachtsman named Vernon W. MacAndrew, made only one cruise in her, to the Salvages near Madeira, before the second World War began; and that cruise is pleasantly related here. In September, 1939, she was accepted by the Admiralty for the Auxiliary Patrol Service, and her command was conferred on Commander C. H. Davey, R.N. (Ret.). The owner, aged sixty-seven, received a commission as sub-lieutenant (corresponding to our ensign) in the R.N.V.R. and remained aboard as her first officer; his old friend and shipmate John Muir, a retired surgeon rear admiral of the Royal Navy and author of a biography of Captain James Cook, joined with the same modest rank, which was also held by her fourth deck officer, Charles Turner, a cruising yachtsman and veteran of the mine-sweeping service in the late war. The youngest of this 'band of brothers' was fifty-eight years old.

It was tough patrolling the English Channel in the hard winter of 1939-1940; but *Campeador* and her men proved that they 'had what it takes.' Most of this short book is devoted to their experiences on patrol. When the worst seemed to be over, on a bright, warm morning of June 1940, *Campeador* steamed out of Portsmouth, and struck a mine that had been dropped by a German plane. There were only two survivors, the engineer officer and a seaman.

One cannot too highly praise the common sense and flexibility of the Royal Navy in using rugged, deep-water yachtsmen like these, regardless of age. In our navy, a retired officer can return to duty only with his retired rank; but the Royal Navy allows even a retired admiral to take any naval job with the appropriate rank; and although it is unusual for one to descend to the rank of ensign, as Rear-Admiral Muir did, there are thousands of officers now serving their country in ranks two or three below that at which they retired. In our navy, 'too old' is the consistent answer given to yachtsmen over forty-five who are eager to serve in any sea-going capacity; and, six months after Pearl Harbor, it was still undecided whether or not to accept the Cruising Club of America's scheme of a sailing anti-submarine patrol. On the Atlantic Coast there are hundreds of tough old sea-dogs who as yet have found no place in our naval effort, while our fine new PC boats are too often placed in charge of young and inexperienced 'six weeks' wonders.' Gallant *Campeador* and her game old after-guard, who made a modern counterpart to Ulysses' last voyage, may well be an example to us.

Destroyer from America is a fictionalized account of convoy service in one of the 'four-stackers' turned over to the Royal Navy in 1940. That it contains more truth

than fiction is evident to anyone who has shipped aboard a destroyer. Again, the emphasis is made on the dilution of Royal Navy personnel by amateur yachtsmen, and by able men from every walk of life. Noteworthy is the fine seamanship shown by the captain who came from the merchant marine, in picking up and towing into port a vessel of the convoy disabled by torpedo attack.

S. E. MORISON, Lieut.-Comdr., U.S.N.R.

LIEUTENANT-COMMANDER GRIFFITH BAILY COALE, U.S.N.R., *North Atlantic Patrol: The Log of a Seagoing Artist* (New York: Farrar and Rinehart, Inc., 1942). 7 $\frac{5}{8}$ " x 10 $\frac{3}{4}$ ", cloth. xii + 48 pages, 17 illustrations. \$2.00.

During the past eighty years, as photography has developed, the documentary function of marine painting has declined. One turns to the artist for decoration, but to the camera for the record of merchant shipping and yachting. It is chiefly with naval operations, where the distances are too great and the pattern too confused for photography, that one must still look to the marine artist for graphic material of documentary value.

Griffith Coale was commissioned lieutenant-commander, U.S.N.R., in September 1941 and assigned to duty as an official painter for the navy. Within a week he was on his way to Newfoundland and Iceland. In less than two months he was an eyewitness of the sinking of the *Reuben James*. In *North Atlantic Patrol* seventeen of his sketches are reproduced as illustrations to the succinct and vivid diary that he kept in the weeks immediately preceding Pearl Harbor. The combination is a happy one, for both text and pictures are direct and to the point: as a record of one phase of the navy's activities they are hard to beat. Their prompt publication, while the events are still fresh in the public mind, is particularly welcome. The proceeds of the book are being given to the Navy Relief Fund.

Lieutenant-Commander Coale has a fine sense of design, and his monumental style is eminently suitable for official painting. It is to be hoped that he will publish various sequels to *North Atlantic Patrol* in the course of the war, and that eventually he will have the leisure to carry out at the Naval Academy the mural decorations of which scale sketches are reproduced in this book.

WALTER MUIR WHITEHILL

Peabody Museum of Salem

LELAND D. BALDWIN, *The Keelboat Age on Western Waters* (Pittsburgh: University of Pittsburgh Press, 1941). 6" x 9", cloth. xiv + 268 pages, illustrated, map end-papers, index. \$3.00.

A surprise indeed is in store for the deep-sea sailor who reads this book and his epithet 'fresh-water sailor' will take on a meaning quite contradictory to its usual one. Leland Baldwin has done a splendid job in opening a new field of our maritime history. He has presented the story well, thoroughly documenting and illustrating it. His publisher has done a distinguished piece of commercial bookmaking.

After fixing the locale and carefully placing the role which the rivers of the Mississippi basin played in our Western expansion, Mr. Baldwin begins a detailed description of every phase of river life. The types of boats, how and where they were built

and why their various designs developed are given due consideration. Not only were there the ones we usually associate with river craft, shallow draft, flat-bottomed affairs; even as far upstream as the Monongahela ships, brigs, and schooners locally built were fairly common sights. While no complete list of these sea-going vessels has been compiled, at least fourteen ship-rigged craft were launched between 1800 and 1820, several exceeding 200 tons — custom-house measure; and a three-masted schooner, the *Little Dromo*, was built at Wheeling, West Virginia, as early as 1800. Most of these vessels were trading and freighting craft, but there were also several vessels built for the United States Navy. These, although built west of the Alleghenies, were designed in Philadelphia by Joshua and Samuel Humphreys for use against the French at New Orleans during the Quasi-War. Their specifications and much correspondence about them are to be found in the Humphreys Papers and their plans are in the National Archives. Unfortunately Mr. Baldwin missed these.

But they are about all he did miss. Navigating the Western waters, he shows us, was no mere job of simply keeping the boat in the current. There were problems peculiar to the rivers, ones which would have caused the master of a China clipper to tear out his hair and probably lose his vessel on the first day. As an aid a 'pilot' as detailed as Blunt's made its appearance only two years after its better known East Coast cousin. It called attention to the natural obstructions to navigation, but in addition to them the river skipper had to watch for other perils: hostile Indians and pirates as vicious and as crafty as those of the East Indies.

Most maritime histories seem to have avoided that side of their story, dealing with its economics, and few have given more than a cursory treatment to the social phases. This is not true of Mr. Baldwin's study. Both are given sufficient consideration to round out the picture in full.

The 'Keelboat Age' spanned only a few years, ending with the coming of steam, but the period forms a chapter in our national maritime history as important as the clipper or the packet ship eras.

M. V. BREWINGTON

WALTER HAVIGHURST, *The Long Ships Passing* (New York: The Macmillan Company, 1942). 6" x 8½", cloth. 291 pages, 1 map, 29 illustrations by John O'Hara Cosgrave II, index. \$3.00.

Three hundred years and a thousand miles in two hundred and ninety pages; that is the achievement of the author of *The Long Ships Passing*. The pattern and movement of development of the Great Lake region has been condensed by Mr. Havighurst into one volume that might be called literature as well as history, and that will probably take its place near the head of the list of narratives of Lake development.

A general work necessarily gives few details. There is not much description here of the vessels; there are no plans, no dimensions. This lack is particularly apparent in sections dealing with sailing vessels; steamers are treated more completely. The magnitude of Lake steamshipping has caught the author's imagination and has to some extent drawn it from the earlier periods; this gives life to the picture at some sacrifice of perspective. The volume may, however, be of value as a sort of index even to those concerned wholly with research in the early periods. In its pages, and in

those of the bibliography and acknowledgments, there are many indications as to where more detailed material might be found.

The book is divided into four parts, each complete, but each contributing to the picture. The first outlines the whole Lake region and the long Lake history; it surveys the area the rest of the book is to cover. The second, titled 'The Vanishing Fleets,' tells of the varied trades of the past, their men, and something of their vessels. Part three, the shortest, is devoted to Lake Superior. Part four, 'The Long Ships Passing,' is a description of modern Lake navigation, from the building of the Soo Canal to the launching of submarines for the present war.

Flaws appear in any work; the occasional one in this stands out above its true importance. The most obvious is the summary treatment of the story of the schooner *Nancy*, and of one of the few naval engagements of the Lakes. Not only does the author butcher the story; he even goes so far as to sink her in the Straits of Mackinac, a full lake's length from Nottawasaga River, where her remains may still be seen.

A rearrangement of the book would undoubtedly spoil Mr. Havighurst's aim, and would make much less pleasant reading, but its value as a reference work would be greatly increased if there were a more definite organization of the material. However, to compensate, there is an eleven-page index, which lists over a page and a half of vessel names alone.

The drawings by John O'Hara Cosgrave II capture the flavor of the Lakes and their ships, and leave little to be desired. They are both accurate and decorative, and are an essential part of the book, for in large part they balance the lack of description in the text.

PAUL JAMES BARRY

GERSHOM BRADFORD, *A Glossary of Sea Terms* (New York: Dodd, Mead & Company, 1942). 5" x 8", cloth. 217 pages, illustrations. \$3.50.

In his *Glossary of Sea Terms* Gershom Bradford has tackled a subject which has been much neglected during the last half-century. The fact that the publishers have chosen to bring out a new edition at this time is encouraging to all students of nautical terminology.

The best definitions are those concerning navigation, nautical astronomy, hydrography, meteorology, tides, and allied subjects. This is not to be wondered at, since the author is employed by the Hydrographic Office, and therefore privileged in having free access to all Navy Department documents and publications. There are many definitions, as for example those under 'ice designations' (page ninety-three) which ought to prove very useful, since they are not to be found in ordinary reference works; although they seem to belong more to a nautical encyclopedia than to a glossary. The compiler has done well to include the names and descriptions of sails and other gear only recently adopted by the yachting world, such as 'Annie Oakley,' 'Mae West,' 'Greta Garbo,' 'wishbone gaff,' 'queen sail,' etc.

However, if the proper interpretation of nautical terms is indeed of vital importance to professional and business men, as Bradford states in his preface, then it seems to me that the book fails as a reference work, insofar as meticulous accuracy must be the criterion.

For instance, under 'bilge keelson' (page fifteen) Bradford has evidently con-

fused the words 'keelson' and 'stringer.' I do not think he will find himself in agreement with naval architects when he states that bilge keelsons are used for supporting lower deck *beams*. Again, the definitions under 'fabricated ship,' 'half beam,' 'insurance hawser,' 'Lloyds,' 'stealer,' etc., lack clearness.

It seems surprising to find in a nautical glossary such words as 'specific gravity,' 'friction brake,' 'caduceus,' 'electrolysis,' 'cobb,' which have little in common with nautical matters, while on the other hand such terms as 'night-pennant,' 'spar-ceiling,' 'territorial waters,' 'hurdy-gurdy,' 'arrest,' 'collision,' 'custom of the port,' 'half-topsail,' 'sheer draught,' 'mast-track,' and many others are absent.

There are also a number of typographical errors, as for instance; *bulbus* bow instead of *bulbous* bow, *palacca* instead of *polacca*, *flap* seam instead of *flat* seam, *bagy* wrinkle instead of *baggy* wrinkle, *cuchol's* neck instead of *cuckold's* neck, *burden* vessel instead of *burdened* vessel, etc.

It is unfortunate that in the spelling of such words as *chapelling*, *euphroe*, *guesswarp*, the compiler has not followed the practice of the best authorities on the subject. This only adds to the confusion of the general reader. Hamersly, Dana, Admiral Smyth, Luce, spell *guesswarp*. Why should Bradford use *gesswarp*?

The revision of the first (1927) edition does not appear to have been thoroughly done. Under the word 'helm' on page eighty-eight, we find the following sentence: 'In giving orders to the quarter master the helm is referred to, in the *merchant service*.' This of course is inaccurate, as the direct helm orders: 'right rudder' and 'left rudder' have been compulsory for a good many years in the merchant service. It is unusual to find (page two hundred sixteen) the term 'York-Antwerp Rules 1890,' as these rules were revised in 1892 at Genoa, in 1903 at Antwerp, and in 1924 at Stockholm. It is customary therefore to mention them as 'York Antwerp Rules' without date. On page fifty-six, under 'distant signals,' the fact that these signals have been abolished by international agreement since 1934 is ignored.

In summing up, it must be said that, although the number of entries is well above the average included in the usual glossary, a one hundred per cent rating cannot be placed on a work containing so many inaccuracies. For this reason I fail to agree with the publishers' statement that Bradford's *Glossary* has become 'the standard reference work in its field.'

R. DE KERCHOVE

New York City

FLORENCE L. DORSEY, *Master of the Mississippi: The Story of Henry Shreve . . .* (Boston: Houghton Mifflin Co., 1941). 6" x 9", boards. 301 pages, 4 colored illustrations, notes, bibliography, index. \$3.75.

A biography of Henry Miller Shreve (1785-1851) has been particularly needed. Seldom have the public services of one individual been so singularly important and the recognition given them so singularly lacking. Also, the natural difficulties Shreve undertook to surmount were made doubly so not only by the avariciousness of incompetent monopolists, but, in other spheres, by the pettiness of unintelligent bureaucrats. A lesser man would have been embittered. Taking all in his stride, Shreve drove on through surmounting opposition as though it had been the embedded tree trunks his famous snag-boats were designed to eliminate.

Shreve's early days were spent trading up and down the Western rivers in a keel-boat, bad enough when working down stream, a veritable hell afloat when poling against the current. This training inured Shreve to facing hardships and accustomed him to plain hard work as a means of getting ahead. These characteristics, plus a love of the rivers themselves, were to serve him in good stead when the tests of mature life came along.

Shreve took an early interest in steamboat experiments feeling that on steam alone the future of the development of Valley trade depended. The Fulton interests built the first steamboat on the Mississippi system, but it turned out a failure since it could only go down stream. Shreve at once recognized the reason for its failure and set about to design a steamboat which would work. His success in this has been amply proven by the fact that all river steamboats can trace their lineage back to Shreve's pioneer craft, which instead of having machinery and boilers in the hull proper, placed them on the deck of a broad beamed shoal draft hull. Although their boats would not work, dog-in-the-manger-like, the Fulton-Livingston monopolists did their utmost to prevent others from successfully carrying out steam navigation in Louisiana. How the Valley won its independence due to Shreve's herculean efforts forms a vital chapter in the history of the development of free American enterprise and, incidentally, one in which the school-book 'inventor' of the steamboat does not show up too well.

Having established the steamboat, Shreve's next job was to improve the channel. His genius produced the only effective means of removing snags. Actually 'snag' is too casual a word to describe the giant dead trees which lurked half-submerged ever ready to rip open a vessel's bottom. The catamaran *Heliopolis*, completed in the spring of 1829, lived up to her inventor's expectations despite the fact that a suspicious U. S. Engineer Department made Shreve take all financial responsibility in the event of failure and then practically hog-tied him with red tape in the operation of the boat. The greatest service of Shreve's snag-boats was the elimination of the thousand mile Great Raft on the Red River, a feat which had been declared impossible.

These and other events of Shreve's colorful career are well recounted in Miss Dorsey's carefully annotated biography. For the most part the book reads like an historical novel, but the facts are there even though the author's reconstruction of Shreve's thoughts and impressions are products of her imagination.

There are a few notable weaknesses: little if anything is said of the engineers who kept Shreve's boats running; the *Cleremont* was decidedly *not* 'shaped like an ocean ship'; Cramer's *Navigator* should have been listed in the bibliography; the illustrations are inadequate there being neither portrait of Shreve nor view of a snag-boat; finally, possibly in order to make her hero appear even more important, Miss Dorsey gilds the lily by stating that today 'Mississippi River steamboating . . . drowns in a long twilight, waiting for another man of iron to set it toward a new day.'—a statement hardly in accord with the enormous volume of western river waterborne traffic when the book was written.

ALEXANDER C. BROWN, Lieut. (jg), U.S.N.R.

ESTHER FORBES, *Paul Revere and the World He Lived In* (Boston: Houghton Mifflin Company, 1942). 6" x 9", cloth. xiii + 498 pages, 32 illustrations, index. \$3.75.

Paul Revere was an honest patriot, a good dispatch rider, and a versatile and ingenious artisan in several lines. He was not a politician or a statesman, and only an indifferent soldier. If Longfellow had not bid young America to 'Listen my children,' he would have been no better known than John Coney or Jeremiah Dummer; and he really deserves to be remembered rather less than John Hull. It is quite proper, therefore, that Miss Forbes should not make him any great hero and should use him primarily as a popular peg on which to hang a colorful and, in the main, very correct picture of the times. Her treatment of the attitude toward the Tories, for example, is such a relief after a parody like some recent novels. She is neither shushily patriotic, or muckrakingly cynical toward our Revolutionary forebears.

A good deal might be said for Paul Revere's contribution to American shipping, for up to the time he introduced rolled copper our ships either sailed the tropics unsheathed or were coppered abroad. Miss Forbes takes up this activity of Revere's and credits him with supplying the copper for both the *Constitution* and the *Essex*. This copper work became his most enduring achievement.

Miss Forbes has had the priceless advantage of the research work of her mother, who knows a good deal more about her field of American history than most college professors do about theirs. For confirmation, just examine the cartloads of 'productive scholarship' produced each year, not to mention the anhydrous language in which they are set forth.

Miss Forbes can write the English language as efficiently, clearly, and picturesquely as her mother can dig out facts and alluring tid-bits. She has evidently got just as far above the Book-of-the-Month-Club level of intelligence as she dared, and barring one or two spots, the book is a vivid, interesting, and restrained piece of work. One can forgive even such bits of affectation as the ringing in of somebody Twelvetrees Hewe's four-piece name every ten or twelve pages.

Such particular new material about Revere as has been found is of no great historical importance, but a lot of valuable and picturesque material about the period has been found and very attractively set forth. The student wishes the quotations had been tagged with references so he could run them down, but there are excellent notes and a good bibliography in the back. The care shown in this book almost tempts one to forgive the 'burning' of witches in an earlier one.

On the whole, mother and daughter make an excellent team, and they have produced an excellent popular piece of historical work. It makes one wish that some of these historical writers could untie themselves from the linguistic knots they get into and that some of these popularizers of history could indulge in historical research elsewhere than in the imagination of their publisher's advertising department. Any intelligent person can read and enjoy Miss Forbes's book and get a lot of valuable information from it. Nor will one with a pretty thorough knowledge of the history of those times often feel his intelligence insulted by snapshot opinions or bombastic statements.

JAMES DUNCAN PHILLIPS

Topsfield, Massachusetts

ANNE FONTAINE MAURY [Ed.], *Intimate Virginiana: A Century of Maury Travels by Land and Sea* (Richmond: The Dietz Press, 1941). 6" x 9", cloth. ix + 342 pages, 21 illustrations and end-paper wind and current chart. \$3.50.

A Century of Maury Travels by Land and Sea does not include Matthew Fontaine Maury, the great oceanographer, but is concerned with James Maury, first United States Consul at Liverpool, and his descendants. The book consists of letters and abstracts from diaries so arranged as to bring out the character and surrounding scenes of various members of this branch of the family. The most prominent being Aunt Ann, James's spinster daughter. Ann's life covered three quarters of the nineteenth century and during that time she viewed her environment with equanimity and interest. With the same undying curiosity, zest, and ability that Matthew Fontaine Maury employed to learn and interpret the secrets of the oceans, Ann recorded the gossip and minutiae around her as she lived and traveled in England, on the Continent, and in the United States. Not the least interesting part of the book is the detailed description of modes of travel and the hardships encountered by stage coach, canal boat, and packet. The outbreak of war in 1861 found Ann residing in New York where she received many letters from her friends and relatives in the South. This portion of the book brings home forcefully the tragedies and every-day petty annoyances, but often heart-breaking too, which befall women during war times.

The people that crossed the Maury pathways were those who helped to make the nation: Thomas Jefferson, George Washington, James Madison, Sam Houston, and General Lafayette, to name a few.

The end-papers, reproductions of one of Matthew Fontaine Maury's wind and current charts, add a nautical flair that is hardly lived up to by the book as a whole.

The National Archives

LEWIS J. DARTER, JR.

JAMES B. CONNOLLY, *Canton Captain* (New York: Doubleday Doran and Co., Inc., 1942). 6" x 9", cloth. 342 pages, 1 portrait. \$3.00.

Robert Bennet Forbes (1804-1889) of Boston was a man of extraordinary versatility, who packed several careers into his eighty-five years. Going to sea in his early teens, he rapidly became a shipmaster. Turning his hand to business, he became head of Russell and Company at Canton. His numerous experiments in ship construction and rigging, philanthropy, and sport make him one of the most interesting figures of nineteenth-century New England. Unlike many of his calling he had a natural gift and enthusiasm for self expression in writing, and, in addition to numberless pamphlets on maritime matters, wrote a bulky autobiography, published in 1876 under the title of *Personal Reminiscences*, and subsequently reprinted with additions. *Canton Captain* is a very readable life of Bennet Forbes, derived largely (though without acknowledgment of the fact) from *Personal Reminiscences*. Mr. Connolly tells the story well, but no better than Forbes did, and as *Canton Captain* adds no new facts there is still good reason for preferring Forbes's own account of his career.

Peabody Museum of Salem

WALTER MUIR WHITEHILL

EDMUND CODY BURNETT, *The Continental Congress* (New York: The Macmillan Company). 6" x 9 1/4", cloth. 757 pages, index. \$6.00.

It is eminently fitting that Dr. Burnett, who rounded up and edited the letters of the members of the Continental Congress, should write a narrative of that Congress in action from 1774 to 1789. It is to be regretted, however, that he, like so many historians who have preceded him, should treat the naval aspects of the Revolutionary War as a supplementary activity to be touched upon, briefed for a page or two, and then ignored.

Upon diplomatic, financial and military legislation he is exhaustive—sometimes almost too much so—but upon marine affairs he is totally inadequate. Congress struggled with its naval and commercial problems constantly and impotently for year after year. They were as aggravating, frequently more so, as the problems of the Army or Continental finances. But Dr. Burnett has glossed them over, or passed them by unnoticed. He has written reams about the woes of the Commissary Department, but not a line upon the troubles revolving around the navy boards. There are pages on the Conway Cabal. There is not a sentence upon the worries of Congress with the Board of Admiralty. There are chapters on the tortuous steps, from proposal to ratification by the last state, of the Articles of Confederation. There is not a word on how the collapse of the Continental currency wrecked the Navy more effectively than enemy guns. The French alliance is well handled. Robert Morris's plan for commerce with Europe is not handled at all, and the Secret Committee, with its valiant efforts to keep supplies flowing in from abroad, is dismissed with passing mention.

Dr. Burnett's volume is indispensable to the student of the American Revolution. Of the materials he has decided to include he has chosen well. His style is readable, with a light touch upon the foibles of the nation's first law-givers. But until he and other historians are able or willing to recognize the influence of marine affairs, both naval and commercial, in the broad picture of the Revolution, that picture is bound to be imperfect.

WILLIAM BELL CLARK

Evanston, Illinois

CLIFFORD GESSLER, *The Port of Honolulu* (Garden City, N. Y.: Doubleday, Doran & Company, 1942). 6" x 9", cloth. xvii + 331 pages, 8 illustrations, maps on endpapers, index. \$3.50.

The publishers of the Seaport Series were fortunate in having Mr. Gessler write this book on the port of Honolulu. The author has not only the first hand knowledge of one who has lived in Honolulu for many years but also a sound historical knowledge as well. Although popularly and entertainingly written the book is pleasingly free from those historical, geographical, and ethnological errors so frequently encountered in works of this kind.

The diverse shipping of Honolulu is described from the earliest times to the present day. The life of the port beginning with the Polynesian voyaging canoes, and going on to the early European explorers, missionary vessels, traders in sandalwood, and whalers, down to the present great cargoes of sugar cane products, pineapples, thousands of tourists, and the activities of United States naval vessels, makes

a highly colorful picture. The book is full of many of the good stories such as the mutiny on the *Globe*, Bully Hayes, the last of the pirates, the history of the decrepit, one-ship, Hawaiian Navy, *Kaimiloa* of King Kalakaua, and others familiar to readers of South Sea literature, brighten the pages. In short, it is a good readable book on which the author and publishers are to be congratulated.

Peabody Museum of Salem

ERNEST S. DODGE

MARTIN P. CLAUSSEN AND HERMAN R. FRIIS, *Descriptive Catalog of Maps Published by Congress 1817-1834* (Washington, 1941). 104 pp.

A descriptive list of 503 maps buried in the first 429 volumes of the 'Congressional Series' of government documents is herewith made available to historians and geographers for the first time. Most of the maps served as exhibits or appendices to reports submitted to Congress by government mapping agencies such as the General Land Office, The Bureau of Topographical Engineers, and The U. S. Coast Survey. Since these maps were made primarily for the edification of Congress they have never been properly exploited and very little has been known about them. But even the most casual inspection of this catalogue indicates clearly that here are vitally important historical documents which illustrate the expansion and settlement of the United States, made by the best surveyors and topographical engineers then available.

The compilers have been consistent in their entries and have set down the essential information found on each map including title, co-ordinates, scale, dimensions, insets, citations to the related documents, and any special features which might aid the researcher to visualize what he will find on the map.

The Index to the list, filling twenty-seven pages, is carefully prepared and brings out areas, the names of persons or agencies involved in compiling each map, as well as the names of significant places which are brought out in map titles.

Messrs. Claussen and Friis have done a very commendable piece of work which will certainly be welcomed as an additional reference to the maze of documents published by the United States Government.

LLOYD A. BROWN

William L. Clements Library

GEORG KÄHRE, *Den Ålandske Segelsjöfartens Historia*. (Helsingfors: Söderström, 1940). 7½" x 10", paper. xvi + 635 pages, 240 illustrations. Finmarks 150.

Åland's recent history is punctuated by three wars—the Crimean and two World Wars. Between 1856 and 1914 a great fleet of Baltic and deep-water sailing vessels, largely second-hand, was built up in the islands. Åland 'discovered America' in 1865, when the bark *Preciosa* crossed to Havana, and in a few years its ships were on all the waters of the globe. From 1919 to 1939 the tendency was to shift to auxiliaries and steamers, with Captain Gustaf Erikson, of course, supporting sail. At least three of the Finnish steamers seized in American water in December, 1941, the *Asta*, *Advance* and *Pandia*, were Åland vessels.

Herr Kähre has written a detailed and well-rounded history of Åland sailing vessels. He is greatly interested in vessel types, although the lack of scale drawings is

the one serious omission in the book. The illustrations include charts and graphs as well as portraits of vessels and men. An appendix lists some 550 vessels owned in Åland between 1856 and 1914, over a score being of North Atlantic origin.

Dahlgren, Virginia

JOHN LYMAN

WILLIAM P. STEPHENS, *Traditions and Memories of American Yachting* (New York: MoToR BoatinG, 572 Madison Avenue, 1942). 8½" x 11½", cloth, 173 pages, numerous illustrations and lines. \$3.00.

For several years everyone interested in American yachting history has been grateful to the editors of *MoToR BoatinG* for their success in persuading W. P. Stephens to publish a series of informal narratives of American yachts and yachtsmen. The reprinting in book form of these thirty-six articles increases this debt of gratitude. The breadth of Mr. Stephens's knowledge, like the length of his personal experience, is unsurpassed. Long may he continue to write!

EUGENE L. ARMBRUSTER, *Brooklyn's Eastern District* (Brooklyn: The Author, 1942). 6" x 9", cloth. 400 pages, 8 illustrations, index.

This intimate history of the Williamsburgh section of Brooklyn is based largely on the author's recollections and on traditions gathered from other residents. Its interest in the maritime field is in materials on ferries, the local shipbuilders, and maritime tradesmen. A mass of data on these subjects is packed between the covers, but because it is arranged by streets and because the index has a peculiar construction, it is a most difficult book to use.

CRITCHELL RIMINGTON, *Fighting Fleets* (New York: Dodd, Mead & Company, 1942). 6½" x 8½", cloth. xii + 240 pages, 302 illustrations. \$3.00.

A brief liberally illustrated survey of the navies of the world, designed as a popular substitute for Jane, with considerable information about the United States fleet. *Fighting Fleets* will be revised and brought up to date each year. The number of illustrations makes the book good value for the money.

WERNER B. ELLINGER AND HERBERT ROSINSKI, *Sea Power in the Pacific 1936-1941 A Bibliography* (Princeton: Princeton University Press, 1942). 6" x 9", paper. xiv + 80 pages. \$1.00.

A selected bibliography of books, periodical articles and maps relating to Pacific sea power from the end of the London Naval Conference to Pearl Harbor: an up-to-the-minute publication that will help anyone who wishes to study the immediate background of the present conflict in the Pacific and Far East.

HAROLD A. MATTICE, *Perry and Japan: An Account of the Empire and an Unpublished Record of the Perry Expedition* (New York: The New York Public Library, 1942). 7" x 10", paper covers. 20 pages, 3 illustrations. 25 cents.

Reprinted from the *Bulletin* of the New York Public Library of February 1942.

The Minute Man. Chicago, Illinois. Vol. XXXII, No. 1. February 1942. Obtainable through William Bell Clark, 412 Greenwood Boulevard, Evanston, Illinois.

Pages three through eight contain transcripts of the paper, letters, and documents relating to the first official salute by a foreign power to the Stars and Stripes.

PHILIP AINSWORTH MEANS, *Newport Tower* (New York: Henry Holt and Company, 1942). 6½" x 9¼", cloth. xxi + 344 pages, 142 illustrations. Introduction by Vilhjálmur Stefánsson. \$5.00.

The stone tower in Touro Park at Newport, Rhode Island, has been described as a windmill built by Governor Benedict Arnold in 1675 and as the surviving part of a Romanesque church built by Norsemen. Mr. Means investigates both theories in great detail, and leans towards the Norse theory. Only if the Norse theory be true does the tower have any maritime ancestry, but, as Mr. Stefánsson points out in his introduction, the book is well worth reading as an archaeological detective story.

ROBERT H. MCCAULEY, *Liverpool Transfer Designs on Anglo-American Pottery* (Portland, Maine: The Southworth-Anthoensen Press, 1942). 6¾" x 8¾", cloth. xxii + 150 pages, 33 collotype plates. \$7.50.

A carefully prepared study, by a distinguished collector, of designs relating to American trade and American history on Liverpool ware pottery, with a readable general account of the ware and a detailed check-list of the transfer designs. Well printed and copiously illustrated, Mr. McCauley's book will be of real service to both private and institutional collectors of Liverpool ware with marine subjects.

W. R. VALENTINER, FRANCIS W. ROBINSON, *Five Centuries of Marine Painting: Twenty-third Loan Exhibition of Old Masters* (Detroit, Mich.: The Detroit Institute of Arts, 1942). 7¼" x 9¾", paper covers. 40 pages, 32 illustrations.

Catalogue of a loan exhibition held at the Detroit Institute of Arts, 6 March through 5 April 1942. One hundred thirty-seven paintings and prints are listed and for the most part described. It seems incredible that no Roux water colors were included.

LAWRENCE OAKLEY CHEEVER, *Edward A. Wilson, Book Illustrator: a biographical sketch, together with a check-list of his work* (Muscatine, Iowa: The Prairie Press, 1941). 5¾" x 9", paper. 28 pages, 7 illustrations.

A brief but attractive account of the work of a contemporary illustrator of maritime tastes, who has been particularly successful with books relating to the sea.

W. A. CARROTHERS, *The British Columbia Fisheries* (Toronto: University of Toronto Press, 1941). 6" x 9", cloth. xv + 136 pages. No. X of Political Economy Series, University of Toronto. Foreword by H. A. Innis. \$2.00.

A well-documented study dealing entirely with the economic, legislative and diplomatic aspects of the salmon, halibut and minor fisheries of British Columbia.

EMIL LUDWIG, *The Mediterranean, Saga of a Sea* (New York: Whittlesey House, 1942). 6" x 9", cloth. xii + 635 pages, illustrations by Raffaello Busoni, end-paper maps. \$3.75.

Mr. Ludwig in his Preface accurately describes his book as 'a sort of tapestry in which the reader will see beasts and men, trees and mountains, migrations of peoples and of fish, priests and warriors, prophets and poets, and sailors constantly at work among them.' Considered as literature rather than as history, it is highly readable and absorbing.

FRANK LASKIER, *My Name is Frank* (New York: W. W. Norton & Co., 1942). 7½" x 5", boards, 96 pages. \$1.00.

A rather remarkable piece of native writing, the product of a British seaman. Not really writing, for it is a transcript of pieces spoken into the microphone over the British Broadcasting System. It reflects clearly the point of view of the merchant seaman towards the war, and towards going to sea in general. An interesting little book.

PAUL M. CHAMBERLAIN, *It's About Time* (New York: Richard R. Smith, 1941). 7" x 10", cloth. 490 pages, numerous illustrations in line and half-tone, index. \$7.50.

A volume posthumously published by his wife covering the researches in horology of Major Paul Mellen Chamberlain (1865-1940). It is divided into three parts: escapements; experiments and unusual timepieces; famous watchmakers with biographical sources. This splendid and authoritative work is far more worthy than this brief mention would indicate. It is interesting to note that Major Chamberlain's collection of chronometers and marine balances is now at The Mariners' Museum, Newport News.

CHARLES NORDHOFF and JAMES NORMAN HALL, *Botany Bay* (Boston: Little, Brown & Co., 1941). 5½" x 8", cloth. 374 pages, end-paper map. \$2.50.

A powerful novel by the famous *Bounty* collaborators woven around the first fleet of Australian convict ships and the penal settlement first located at Botany Bay but soon transferred to Sydney. Eleven ships comprised the first fleet which left England on 17 May 1787 with 756 convicts. Hall and Nordhoff's hero, Hugh Tallant, doubts 'whether a greater load of human misery . . . had ever before left the shores of England at one time.' Less skilful authors would certainly have overdone the recounting of this, Britain's most despicable chapter.

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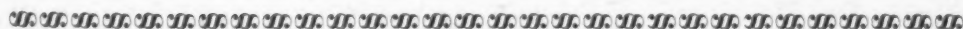
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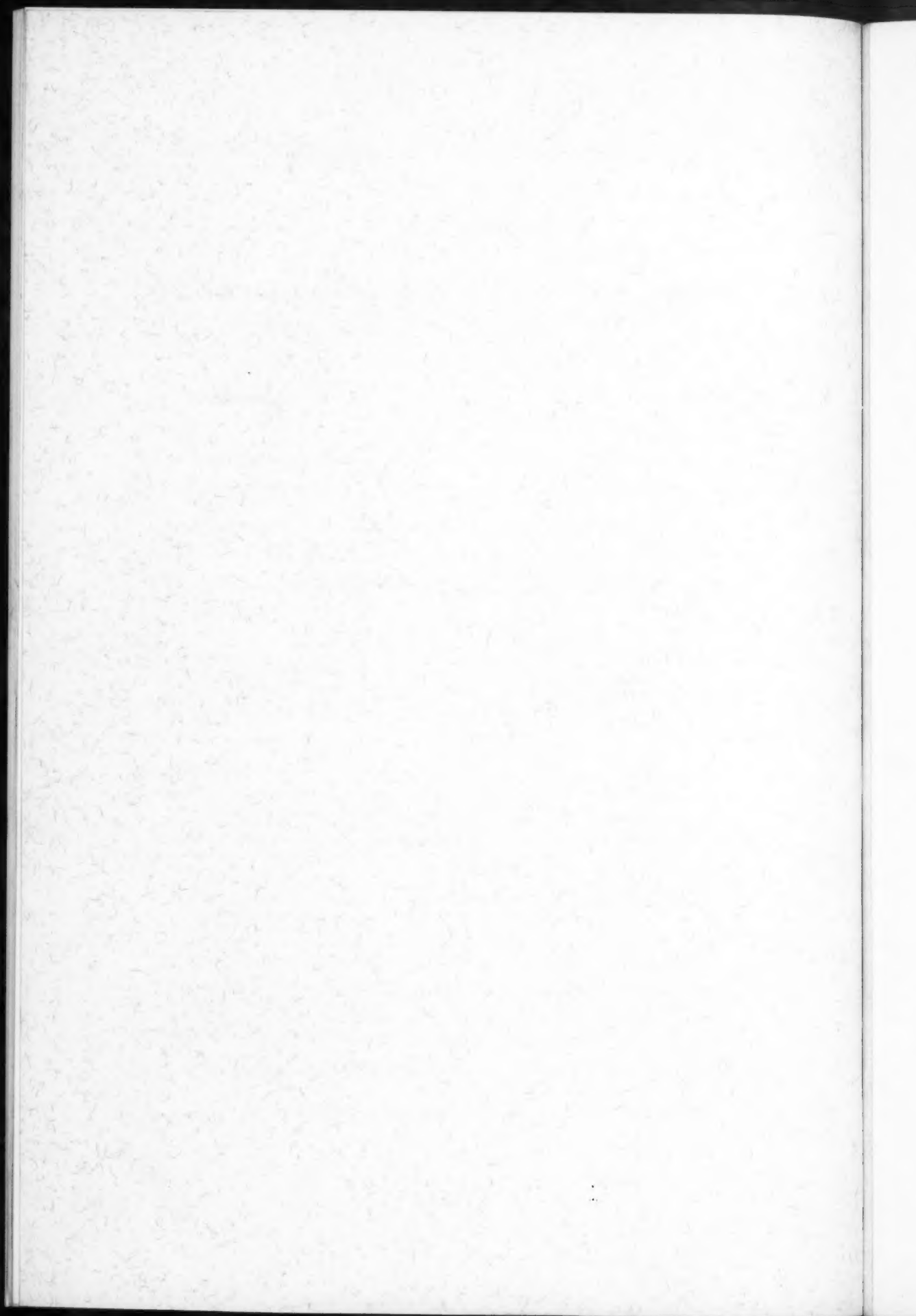
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'Paddy Get Back'

IN *The American Neptune*, I (1941), 62, Mr. William B. Sturtevant gives the words of a capstan chanty which he calls 'The Oxford.' It is more commonly known as 'Paddy Get Back.' I believe it to be of late origin (1850 or after). Its rollicking tune, which probably boasts a music-hall origin, has never appeared in print, so far as I know. There are many versions, but the consistent pattern is that of a sailor shipping away from London or Liverpool on what he supposed to be an 'easy voyage,' and finding, alas, that the boarding-master had deceived him! The words on the following page are from various sources; the air as it was sung to me by Captain Richard Maitland of Sailors' Snug Harbor. His complete version of the song is on records preserved in the Archive of American Folk-song of the Library of Congress.

Joanna C. Colcord.



With the Season's Greetings from the Editors of
THE AMERICAN NEPTUNE *Christmas 1942*

'PADDY GET BACK'

Solo

I was broke and out of a job in the ci - ty of
Lon - don, I went down to Shad-well Docks to get a
ship. 'Twas in the mid-dle of the cold month of No-
vem - ber, And I thought 'twas time to make an - oth - er
Chorus
trip. Pad-dy get back, take in the slack!
Heave a-round the cap - stan, heave a pawl, heave a
pawl 'Bout ship and sta-tions and be han - dy!
Rise tacks and sheets and main - s'l haul!

2. There was a Yankee ship a-laying in the Basin,
She was bound for New York, the boarding-master said.
If I ever lay hands upon that boarding-master
It will be a month before he leaves his bed.
3. The pilot left the ship 'way down the Channel,
And the captain said we was bound around Cape Horn.
He told us if we did not do our duty
He would make us wish we never had been born!
4. The mate and second mate belonged to Boston,
The Old Man hailed from Bangor down in Maine.
The three of them was rough-and-tumble fighters;
The treatment that we got, it was a shame.
5. We was called on deck one night to reef the topsails,
Belaying-pins was a-flying about the deck.
The mate he got ahold of me by the collar:
'If you don't sing a song, I'll break your neck!'

Etc., etc.